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UP FRONT

Getting out and about this month. A visit to the Porsche Club GB show at Althorp House prompts some market related musings from Bennett

This missive comes from the field, or if not quite the field, then a large expanse of grass in the grounds of Althorp House, the venue for this year's Porsche Club GB National Event. It's been a few years since we've pitched the 911&PW pagoda at a PCGB show, but I have to say that we had a fine time, helped hugely by the weather, and the many visitors to our corner of the field to say mainly kind things, or to gently berate us for occasional indiscretions or differences of opinion. It certainly beats being slagged off by a pseudonym on a forum. For a few pictures from the event, turn to page 20.

“ It certainly beats being slagged off by a pseudonym on a forum ”

Getting out and mingling always leads to a few observations on the Porsche scene. It was hard not to ignore the fact that the majority of the cars in the car park were modern and water-cooled. A sign of the times, I guess. The topic of chat from most visitors to our stand was that of values, the air-cooled frenzy, and a general lament that what was once affordable is now beyond reach for folk whose circumstances cannot possibly keep up with the pace of the market. Just sayin', as the young folk would, er, say!

On a more cheerful note, all Porsches are welcome at the 911&PW Porsche Picnic at Mapledurham House on Sept 20. We can carry on the chat there over a sandwich! Turn to page 28 for full details.

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
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NEWS

More info on the 911's move to turbo power is revealed as is the four cylinder Boxster and Cayman for 2016. Elsewhere, Porsche looks set to bust the 200,000 barrier

991 GETS TURBO TREATMENT

It's official: Porsche is turning to turbocharging for the second-generation 991 Carrera

Get ready for forced induction in more ways than one. Porsche is upgrading its core 911 Carrera model's turbocharged engines. With fuel efficiency and emissions now absolutely critical, it probably had to happen.

The new engines form part of a broader package of revisions for the incumbent '991' iteration of the iconic 911. The full reveal takes place at the Frankfurt show in Germany later this month. However, thanks to a steady trickle of info and latterly images from Porsche we now have a very good picture of both the specifications and look of what will soon be known as the 991.2 or Gen 2 991 on web forums across the land.

The big change, of course, is the new turbocharged flat-six motor. The base Carrera model and the Carrera S will share the same 3.0-litre turbo flat six in differing states of tune. For the Carrera, peak power is up 20bhp to 365bhp. The Carrera S will clock in at 414bhp. The outgoing naturally aspirated Carrera S cranks out 395bhp from its 3.8-litre capacity.

In terms of raw performance, top speeds go up by just 1mph for each model to 180mph and 189mph respectively. It's therefore acceleration times that reveal the full impact of turbo power. The current 991 Carrera with the PDK gearbox fitted is rated at 4.3 seconds for the sprint to 62mph. The new turbocharged car will sneak just under the four-second barrier when specified with the PDK 'box. The seven-speed manual remains the standard transmission.

Of course, efficiency and emissions are the

motivating factor for the change to turbo power. Unsurprisingly, it's here that the improvements are most dramatic. Fuel consumption on the combined cycle for the Carrera S PDK shoots up from 32.5mpg to 37.7mpg. Well over 40mpg on the cruise, therefore, seems likely. Given the increase in power and performance, that's extraordinary.

For some, however, quality of performance is just as important as quantity and the big question will be the character of the new engines. What will they sound and feel like to drive? In theory, a turbo engine can be tuned to have similar power delivery to a naturally aspirated motor. However, the new Carrera S's peak torque of 369lb ft will be available all the way from 1700rpm to 5000rpm. The outgoing atmospheric model doesn't make its peak 324lb ft of torque until 5600rpm.

Similarly, while the current car makes peak power at 7400rpm and cuts out at 7800rpm, the turbo engine does its best work nearly 1000rpm lower at just 6500rpm and has a 7300rpm limiter. Safe to say, the new engines will have a very different feel. That characteristic turbocharged sense of power everywhere and a less frenetic top end seem likely.

Engines aside, Porsche has implemented a comprehensive range of revisions. Highlights include the adoption of rear-wheel steer as seen on the 991 GT3 and 991 Turbo. The new models will also benefit from a driving mode selector on the steering wheel similar to that of the 918 Spyder.

Porsche's PCM multimedia kit gets a major

TURBO WITH A CAPITAL 'T'

If the Carrera models are now turbocharged, where does that leave the 911 Turbo?

Huge power and easy tunability have hitherto been hallmarks of the 911 Turbo. But now that the mainstream Carreras are going turbocharged, is there any point in the Turbo model?

After all, the new Carrera S will be optionally available with a 444bhp power kit. That's more than the mighty 996 Turbo had as standard. Part of the answer comes from Porsche's non sports car models. The Panamera, Cayenne and now Macan all have petrol turbo engines that are not branded 'Turbo'. Instead, a Turbo model forms the performance flagship at the top of each respective range.

If there is a catch, therefore, it will be tunability. Extracting more power from naturally aspirated 911s has always been difficult and expensive, making the Turbo models the obvious choice for tuning. But the turbo Carrera models will be ripe for tuning and it will likely only be a matter of time before any protections Porsche has cooked up for the ECU are defeated.

On the other hand, all of that will likely be more relevant to secondhand examples several years from now. Cracking ECUs probably isn't high on the list of concerns for most buyers of new 911s.





makeover, too, with a larger, higher resolution screen that sports a flush-fit cover and a slick bezel-free look. In terms of functionality, support for Apple CarPlay and Google Earth along with a more responsive interface courtesy of touchscreen gestures such as swiping and a proximity sensor are all in the mix.

As for cosmetics, a re-profiled front bumper packs sleeker LED driving lights. At the rear, there's another new bumper and most notably both a new engine cover with vertical cooling slats and exhaust tips located nearer the centreline of the car. There's no word as yet on UK pricing, but that should emerge by the end of the month.

New turbo 991s testing in South Africa. More power, lower emissions and improved economy are guaranteed



DRIFTING DE-RISKED

Porsche's PSM stability control system in the revised 991 Carreras will sport a new "slide without regret" mode. The idea is to help the driver safely control more extreme angles of drift. It's achieved using both the stability software and the newly adopted rear-wheel steering system. Think of it as drifting de-risked.

The next generation of Boxsters and Cayman models will also feature extensive turbocharging, but more than that they will predominantly switch to flat-four cylinder engines of 2-litre and 2.5-litre capacity



TURBO TO THE FOUR

Porsche plots flat-four power for revised 981.2 Boxster and Cayman

It's not just the revised 911 that's getting the turbo treatment. Porsche is planning a new range of turbo engines for the 981 Boxster and Cayman models.

In fact, Porsche is going a step further with 981.2. The changes won't just involve the addition of turbocharging and reduced engine capacity. The new engines also lose a pair of cylinders to become flat fours.

The launch window for the revised 981 with flat-four power is a little further out than the 991.2, with the Detroit or Geneva motor shows early next year looking most likely. The full specifications therefore haven't been firmed up. However, the

weight of opinion suggests the entry-level engine will be 2.0-litre with a 2.5-litre variant for both the S and GTS models. In fact, the only model in the revised Boxster and Cayman range that's expected to retain a flat-six motor is the next iteration of the GT4 model, though the next Boxster Spyder could retain flat-six power, too.

Less clear are the power outputs. 240hp for the base model, 300hp for the S and 370hp for the GTS have been mooted. However, that would represent a reduction of power for the base and S models, which seems unlikely. In terms of the technicalities, Porsche is said to have gone with a single fixed-vane turbo. On

paper, that doesn't sound like the best solution in terms of reducing turbo lag. An electric e-boost turbo feature is also rumoured, but probably won't be available immediately.

Engine response aside, the big unknown in the change from flat six to flat four is the engine's soundtrack. Can a four-cylinder engine ever sound as sweet as that glorious six? A senior suit from Porsche GB recently told us that there's nothing to worry about. He's heard the new engine and it sounds every bit as good as the six. Really? Well, we'll see, but one thing is for sure, the times, they really are a changin'!

BOXSTER BOOSTED

New roadster to be priced above Cayman coupé

When the original 987 Cayman S was launched in late 2005, Porsche priced it a hefty £4000 above the Boxster S of the day. When the 2.7-litre Cayman was wheeled out a year later, it was a similar story. It was £3500 more expensive than the 2.7-litre 987 Boxster.

Given that Porsche (and pretty much every other car company) usually charges more for cabriolet models (as does Porsche itself with the 911), that was always a little

odd. Porsche justified the Cayman's positioning on the basis of slight power and equipment advantages. But over time, that price gap has shrunk. Today, it's almost non-existent. The entry-level 2.7-litre Cayman is now just £141 more expensive than the base Boxster.

It's no surprise, then, to learn that Porsche is likely to reposition the revised Cayman below the Boxster, at least in some markets. Given the near price-parity that's

already in place, pushing the Cayman slightly below the Boxster would be little more than symbolic.

Whatever, in terms of cosmetic changes the revised 981 cars receive a mild makeover with larger front intakes and possibly smoother rear light clusters that no longer integrate with the sweep of the rear spoiler. The next Boxster and Cayman will look familiar, but expect a big change in driving character.

Bye-bye Boxster? The Boxster brand was a big hit for Porsche from day one back in 1996. Despite that, rumour has it the Boxster and Cayman could be renamed. Both 717 and 718 have been mooted as new monikers, which would line up nicely with the 918 Spyder and mean all Porsche sports cars are named with numerals. But would Porsche really bin all that Boxster brand equity?





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UK'S FASTEST SERIES RESUMES

The Porsche Carrera Cup GB, the UK's fastest one-make series, has resumed after the six-week summer break. Dan Cammish of Redline Racing maintained his super-hot early-season form by taking victory in both rounds of the Porsche Carrera Cup GB at Snetterton. He now leads second-place contender and Team Parker Racing pilot Josh Webster by 207 points to 154 with six races remaining.

The series is based on the 991 GT3 Cup car which packs a 460hp 3.8-litre flat six and hits the Tarmac fighting fit at just 1200kg. Critically, all cars competing in the series are identical. So victory or defeat is down to team preparation and driver performance. The racing is ultra close. In other words, this is true motorsport at its purest. And it's all based on Porsches.

Rounds 11 and 12 are at Knockhill circuit in late August. From there it's Silverstone on 26th and 27th September with the season finales fittingly held on the full GP circuit at Brands Hatch on 10th and 11th October. Competition-spec flat-sixes in full flight is something every Porsche enthusiast should experience at least once. So get yourself to Silverstone or Brands Hatch before the season is out.



Charity starts at Goodwood. The third annual Club Carrera Charity Day takes place at the circuit on 3rd October



DO GOOD AT GOODWOOD

Here's something you'll want to pop in your diary for 3rd October. It's the third annual Club Carrera Charity Day held at the historic Goodwood motor circuit. It's a Porsche-only gathering involving track access, a show 'n' shine with prizes, a raffle and an 80-car Porsche parade.

The event is held in aid of Chestnut Tree House, the only children's hospice in East and West Sussex. The hospice requires £3 million in funding annually and the government only foots eight pence in every pound spent.

Several Porsche clubs are involved, including TIPEC, World 964 Owners and 911UK. The event has access to the historic

circuit all day, divided into 20-minute sessions with no more than seven cars on track at any one time. Expert track driving tuition is available on the day. Porsche specialist Parr will also be on hand with advice and help with running your car.

Ticket pricing is £320 for an all-day pass and £180 for morning or afternoon access. Each ticket will provide a £40 donation to Chestnut Tree House. The price also includes parking in the paddock, a start-grid photo shoot and participation in the parade lap. A 105dB maximum noise limit applies for cars going out on circuit. Spaces are limited, so head on over to clubcarrerauk.com to find out more and book your tickets.



Thrills, but hopefully no spills, at Goodwood. It's a properly fast and flowing old school track and not for the faint-hearted!

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PORSCHE TO BUST THE 200,000 BARRIER

Porsche is on track to deliver more than 200,000 new cars to customers in a single year for the first time. It came awfully close in 2014 with over 189,000 deliveries. In fact, Porsche actually manufactured 204,000 cars last year.

Up to the end of July this year, Porsche delivered 134,717 cars to customers. That's up from 104,871 for the same period last year and so a spectacular 28.5 per cent jump in sales. Extrapolate that out for the rest of 2015 and Porsche won't be far off the 250,000 mark.

The big difference for 2015, of course, is that it will be the first full year of Porsche Macan sales. In 2014, Porsche delivered 44,636 Macans worldwide. This year, it could more than double that figure. If that happens, the Macan will be Porsche's number one seller in its first full year, an extraordinary achievement.

If you're wondering how that fits into the broad scheme of things at Porsche, try this for size. For both 2013 and 2014, Porsche sold nearly exactly 30,000 911 models. The figure for the Boxster and Cayman combined was just under 26,000 units in 2013 and around 24,000 cars in 2014. The Panamera found 22,000 and 25,000 homes in 2013 and 2014, respectively.

That just leaves the Cayenne, which fell slightly from 84,000 units in 2013 to 66,000 in 2014. We suspect a little sales cannibalisation between the Cayenne and its smaller SUV sibling account for that. All told, less than one in three Porsches sold in 2014 were sports cars. For 2015, that ratio could drop to as little as one in five.

With rumours suggesting Porsche is plotting a smaller sub-Panamera saloon model, the sports car models will represent an even smaller sideline. Then again, taken in isolation 30,000 911 sales is extremely healthy by Porsche's historical standards and the new turbocharged 991.2 revision with its much improved efficiency should broaden its appeal even further. However you slice it, then, Porsche is looking fighting fit.



PORSCHE DOMINATE SILVERSTONE SALE

Big numbers were recorded at the 2015 Silverstone Auctions Classic sale, coinciding with the Silverstone Classic weekend. The above 1972 2.4S was sold for £132,750, which made the £32,063 fetched for the time-warp Carrera 3.2 (below) look like a real bargain, which it was

The results are in from the 2015 Silverstone Auctions Classic sale, timed to coincide with the retro race meeting of the same name. It makes for interesting reading for Porscheophiles. Of 85 cars for sale, fully 13 were Porsche 911s. What's more, the sale saw a smorgasbord of prime Porsche going under the hammer, ranging as far back as an early 356 coupé and extending right up to a 3.8-litre watercooled 997 GT3 RS.

Highlights included a delightful 1972 2.4S that sold for a stiff £132,750, a 1974 Carrera 2.7 MFi Targa in original order for £125,000 and a middling-mileage 993 C2 that demonstrated the model's increasing appeal with a £46,125 eventual sale price.

However, first prize for period Porsche pizzazz has to go to the 1979 Martini-liveried 930 Turbo. Although not an official limited edition car, the Martini stickers were a factory option and the vendor reckons just 24 right-hand drive cars were so specified. Whatever, as a 1979 model we're talking 3.3-litres and 300hp delivered in period correct all-or-nothing fashion. And the final price? £74,250 and right at the top end of the estimate range.

Alongside the roll call of racey 911s was a front-engined gem in the form of an uber-rare RHD 1981 924 Carrera GT. Until recently, this flared-arch stylistic progenitor to the 944 went under the radar. Latterly, its status as a true homologated special has been recognised and the sale price of £50,625 for this 75,000 mile example resplendent in Guards Red was not a huge surprise even if it was around £10,000 over estimate.

Most cars met or exceeded pre-sale estimates, but a few Porsche entries failed to find a home. Most conspicuous was perhaps the most exciting sale lot of all, a Maritime Blue 1991 964 RS in N/GT Clubsport spec, said to be the first of its kind manufactured. Complete with welded-in Matter cage, extra slim Recaro buckets, a Ninemeister rebuilt engine and a dyno plot good for over 300hp, not to mention a recent £16,000 respray, Silverstone Auctions put the estimate at £230,000 to £260,000. Alas, this beefy beauty didn't find a buyer.

But surely the bargain of the sale was what looks like a perfectly preserved 1985 3.2 Carrera in black. A left hooker originally supplied to the US and latterly imported to Japan, it has 80,000km or around 50,000 miles on the clock and oozes '80s cool from every angle. The best bit is the time-warp olive green leather interior. Extraordinary. The hammer price was just £32,063. A few years ago, that would have looked expensive for a 3.2 Carrera. Today, and in the knowledge of how few super-clean low mileage examples remain, it might just have been a bargain.

As for the Silverstone Classic retro race event itself, it was a smash hit and racked up its first ever six-figure attendance record for the weekend and over 1,000 race entries.

For more events from Silverstone Auctions, hit up silverstoneauctions.com. While you're at it add the 25th of October in your calendar. That's the date for Silverstone Auction's 2015 Porsche Sale.



PRIME
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1988 924S

Here's something you don't often see at a Porsche Centre. It's not just a 924, but a ground-up resto at that. It's the fizzier 'S' model with what amounts to 160hp's worth of 944 power. Not a million miles away from something like a brand new MX-5, then. Offered by Porsche Centre Cardiff, it's a local car with a perfect Porsche service record all from Cardiff. If you're wondering basically 'why?', the answer is a programme from Porsche head office in the UK to encourage awareness of the restoration services on offer from official centres. This car

was completed entirely in-house at Cardiff. Currently on just under 45,000 miles, it's offered at £17,995. That may sound steep, but Cardiff principal Steve Cooper says they love having it as a centrepiece in the showroom, so a quick sale probably isn't a priority. Ring 02920 350911 to find out more.



2002 986 BOXSTER 2.7

With the hoopla surrounding classic Porsche prices, it's all too easy to forget there's still fabulous fun to be had for under five grand. That's enough to get you into an early Boxster of all persuasions, even the beefy 3.2-litre S. That said, you're looking at the iffier end of the market for an 'S', so perhaps the sweetspot is an early 2.7-litre effort. It's a particularly creamy engine, the 2.7, and that particular engine capacity has a pleasant period ring. This example is finished in timeless Seal Grey, sports 18-inch Turbo rims and a full set of new Yokohama boots. It's a private sale, the car has

115k on the clock and is said to have a comprehensive history and service file. The 2.7 is generally a robust lump and with a little care taken with the IMS bearing should be good for big mileages. The asking price via an eBay classified is £4,950 and the contact is Richard on 07793 894724.



1988 911 3.2 CARRERA CLUB SPORT

After the sublimely cheap 2.7-litre Boxster comes this, well, ridiculous 1998 911 3.2 Carrera Club Sport. Ridiculous, that is, for more than just the £249,950 sticker price. This thing has just 6251 miles on the clock. The headline specifications of the 3.2 Club Sport, of course, don't make for dramatic reading. On paper, it's no more powerful than the standard car. But the finer details are just delicious. How about a blueprinted engine with hollow intake valves and an extra 300rpm on the rev limit? Then there's the wide-ranging weight loss, including deletion of sound deadening

and underseal. All told, the changes are good for 0-60mph in 5.1 seconds. Just 53 came to the UK, so it's ultra-rare. This particular example has 14 service stamps despite the piffling mileage and was featured in these very pages as long ago as April 1999. Now that's provenance. Go to top555.co.uk for more info.



DESIGN 911'S NEXT-DAY DELIVERIES

Porsche's new car sales are up, values of classic models are through the roof. Basically, it's boom time for our favourite brand. It's not entirely surprising, then, to learn that one of the UK's best-known parts suppliers and all-round Porsche specialists, Design 911, is moving to bigger premises.

What you might not be prepared for is just how much bigger. Design 911's new digs stretch to 32,000 square feet. That's over five times bigger than its outgoing 6,000 square foot facility. Wow. It's the latest and biggest step for a company that started up 20 years ago selling used Porsche parts, graduated to new parts and now distributes to 140 countries worldwide.

According to Design 911's Karl Chopra, the big idea with the new location is to improve parts supply. "Our aim is to have almost all parts on the shelf for next-day delivery. That includes everything from a Rennline adjustable droplink to an original Porsche window switch," says Chopra.

The driving force behind it all is the explosive popularity of older 911s. Chopra says there's huge demand for rare parts and alternatives for parts no longer supplied by Porsche. Parts for newer cars can also be tricky, too, most notably suspension arms. But Chopra reckons Design 911 has the bases covered with a wide range of suppliers.

The new facility isn't just about the online parts shop, either. There's also a showroom, a workshop and a bodyshop. It's an all-in-one solution for repairs and restorations with its own unbeatable parts supply. To find out more, hit up design911.com or call 020 8500 8811.

Above and below:
Design 911 is moving
to all new premises in
order to be able to
expand its spares and
car sales side





911 & PORSCHE WORLD PICNIC, SEPTEMBER 20TH

It's a return to Mapledurham House for this year's *911 & Porsche World Picnic*, on September 20th, following 2014's inaugural visit to the scenic venue. We'll be co-hosting the event with sister title, *Classic Porsche*.

The format is tried-and-tested. We don't go big on formality so it will be a laid-back affair. Just bring your car and a picnic (or indulge in one of Mapledurham's cream teas). You can park wherever you like, next to whom you like. There's no high pressure concours, although the editors will be choosing their favourite 'Top Six' cars of the show to be collected together for a bit of a prizegiving at the end of the day. Mapledurham House is situated near Reading, just off the A4074,

Oxford road. For directions go to: mapledurham.co.uk. The venue opens at 10am, with the awards taking place at 3pm. Entry is £5 per person, with under-11s free.

The house itself is something of a star having received a Tourism South East award, and often featuring in TV's *Midsomer Murders*, not to mention being used in Michael Caine's 1976 film, *The Eagle Has Landed*. Perhaps the crowning glory, though, is the venue's appearance on the cover of Black Sabbath's debut album.

The house is open to the public on the day. Visitors to the *911&PW Picnic* will be offered a £3.50 discount on the usual £9 admission price. Tel: 01189 475200 for full details or see page 28.

LE MANS IN LEGO

With the Le Mans-themed Steve McQueen documentary coming later this year, this Lego racer is perfectly timed. It's a model of the victorious 1971 Porsche 917K from the very same year as McQueen's Le Mans feature film.

We think you'll agree the detailing that includes the flat-12 engine and functional suspension is just gorgeous. There is, however, a catch. It's not a Lego kit you can buy. Not yet. That's where we all come in. It's been submitted by user Greg998 to the Lego Ideas website. Lego fans can upload images and descriptions of their home-brew Lego creations to the Ideas site.

From there, it's a case of racking up 10,000 votes from the internet at large. Pull that off and the Lego review board will consider the design for full retail availability. You can add your support at ideas.lego.com/projects/112307.



Left: Fancy building a Lego 917? Well, you'll have to submit your vote.

Right: Steve McQueen didn't need a Lego 917. He had the real thing at his disposal in the film *Le Mans*, now the subject of a new film



NEW STEVE MCQUEEN MOVIE

Hollywood legend Steve McQueen's last Porsche and indeed last car recently sold for \$1.95 million. But while the likes of a slate grey 930 Turbo will be out of reach for most of us, with or without the McQueen movie star provenance, here's something we can all enjoy. A new feature-length documentary celebrating the 35th anniversary of his passing has been announced.

Steve McQueen: *The Mans & Le Mans* is centred on the making of *Le Mans*, to this day seen by many as the ultimate racing movie. The documentary combines previously unseen archive footage with present-day interviews with his son, wife and key members of the *Le Mans* production team. The 1971 feature film was packed with Porsche action, of course, opening with some air-cooled 911 action and including Porsche 917s in very much the starring roles. Steve McQueen: *The Mans & Le Mans* will be released in cinemas across the UK and Ireland on 20th November. Point your browser at tinyurl.com/p55qgb9 for the HD trailer.



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PORSCHE CLUB'S ALTHORP RETURN

Sun shines for PCGB's triumphant return to Althorp House

Words: Adam Towler Photography: Andy Morgan

We are weather obsessed on our little island, but you have to say, it doesn't half help to have a good weekend when, like Porsche Club Great Britain, you're putting on the 'big' show of the year. PCGB's National Event is the highlight of the club's year and for the folk that organise and put hours and hours of their volunteered time into it, the weather counts. When the sun is shining, everyone has a great time. And so it was at Althorp House, home to the Spencer family, on August 15/16 when the 'The Club' returned for the first time since 1997.

Of course Althorp House will always be associated with Diana Spencer, and it was only weeks after PCGB's last event here that she was tragically killed. Time, though, is a great healer and the memories in 2015 were rather happier. And for good reason – it was a great event in the great tradition of parking in front of a stately home and enjoying the company of your fellow Porsche enthusiasts.

911&PW represented the Porsche press and we had a busy and very enjoyable day talking to readers and selling a heap of subscriptions. Thanks to RPM Technik for the loan of this issue's cover car, too – the 996 CSR Retro, which was much admired, particularly the Pasha interior! Dominating topic of the day among Porscheophiles? Crazy prices for cars that were sensibly priced not so very long ago, and the impact

on future Porsche buyers. Maybe there was a good reason for the car park being dominated by water-cooled, modern Porsches.

Indeed, it's hard not to reflect on the Porsche scene as it was in 1997 and PCGB's last visit. An aerial view of the event in the 2015 programme rather summed it up, depicting a sea of red, white and black cars, which would have been 99% air-cooled, with just a smattering of Boxsters and the 996 not yet in production. How things change, although of Porsche's best selling models – the Cayenne and Macan – there were only a handful in evidence at Althorp in 2015. Back in 1997 the term SUV hadn't even been invented.

So Porsche's enthusiast base is still firmly rooted with the sports cars and pride of place on the Porsche Cars Great Britain stand was the new GT3 RS and the Cayman GT4. Also on display was the Le Mans winning 918, a reminder that 2015 has been a pretty good year for Porsche and its followers. Out in the fields the marque displays kept the past alive, exotic waxes and potions wafted from the concours arena and Porsches of all types negotiated cones and obstacles in the Gymkhana and guest of honour Jürgen Barth signed autographs. Ice creams were consumed, the odd pint knocked back and at the end of the day trophies were handed out. A very English affair and, above all, the sun shone. **PW**



PORSCHE IN GOD'S OWN COUNTY

Once again Yorkshire's Festival of Porsche proved a hit

Year 20 of the Yorkshire Festival of Porsche? You'd better believe it, and this year the event on July 15 saw an estimated 450 cars through the gates of Lotherton Hall, making it one of the biggest regional Porsche events on the calendar.

Of course it being Yorkshire, the all important weather factor could have been fickle but a weather bubble ensured a bright and sunny day. As ever the event was supported by Strasse and Specialist Cars of Malton, with displays of cars from each and notably the PCGB Open Championship winning 996 of Pete Morris and the Cayman of Strasse's Chris Dyer.

For the past few years, the Yorkshire Festival has been raising money for Candlelighters Children's Cancer Charity in Leeds, and this year was no exception with over £4000 being raised thanks to the donations on the day and an additional £1000 a pop from both Strasse and Specialist Cars.

The concours saw a strong entry. Special mention must go to the winner of the Mark Pendleton Trophy awarded in memory of Mark, a former partner at Strasse. The chosen car and owner? A 964 Cup car owned by Paul Ward. Also worthy of mention was the number of 928s on display, the front engined machine seemingly gaining a new and dedicated following.

Overall, though, the day was all about the diverse and many facets of Porsche ownership, all gathered handily in one place. Roll on 2016 and year 21. **PW**





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Sat Nav, 34,000 miles.....**£52,000**



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Sat Nav, 45,000 miles.....**£50,000**



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Basalt black with black leather,
Sat Nav, 38,000 miles.....**£36,000**



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Basalt black with black leather,
Sat Nav, 22,000 miles.....**£36,000**



911 (997) "4S" 3.8 tip (07 - 2007)
Basalt black with black leather,
Sat Nav, 48,000 miles.....**£35,000**



911 (997) "4S" 3.8 (07 - 2007)
Basalt black with black leather,
Sat Nav, 44,000 miles.....**£35,000**



911 (997) "2S" 3.8 (57 - 2007)
Basalt black with black leather,
Sat Nav, 47,000 miles.....**£34,000**



911 (997) "4S" (56 - 2006)
Silver with black leather, Sat Nav,
46,000 miles.....**£34,000**



911 (997) "4S" 3.8 (56 - 2006)
Basalt black with grey leather,
Sat Nav, 45,000 miles.....**£33,000**



911 (997) "2S" 3.8 Tip (05 - 2005)
Slate grey with black leather,
Sat Nav, 23,000 miles.....**£32,000**



911 (997) "2S" 3.8 (55 - 2006)
Atlas grey with black leather,
Sat Nav, 32,000 miles.....**£31,000**



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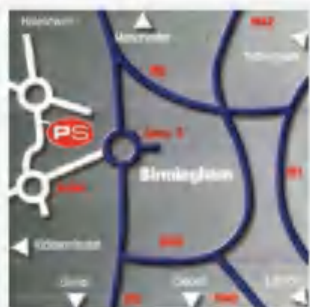
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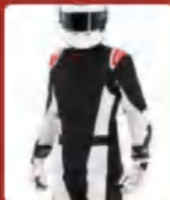
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FIRST DRIVE: BOXSTER SPYDER

SPYDER FAN

The second generation Boxster Spyder gets a fulsome 371bhp and 180mph potential. It's the most hardcore Boxster yet

Words: Steve Sutcliffe Photography: Porsche AG

Seven seconds. It's not a great deal of time by any standards, but within the pantheon of the Boxster/Cayman family it is what defines the difference – statistically at least – between the Cayman GT4 and the all-new Boxster Spyder you see here. Because that's how much slower the Spyder is around the Nürburgring beside the blisteringly rapid, rather more aerodynamically enhanced Cayman GT4.

For some, those seven seconds will make all the difference. But for others, count me amongst them, they will matter not one iota. Seven seconds is but the blink of an eye around a lap that takes seven minutes and 47 seconds (or seven minutes and 40 seconds in the case of the GT4) yet the trade off, claims the Spyder's amiable engineering chief Dr Stefan Weckbach, means the Spyder feels more natural to drive, and more alive on the road generally.

Why? One, because it's a fraction lighter than the GT4, tickling the scales at just 1315kg if you are bold enough not to go for the no-cost option of air con. Two, because its chassis and suspension are more conventional in both their design and set up compared with the electronically more advanced GT4. And that means, three, the Spyder intentionally feels "more analogue and more alive," says Dr Weckbach.

The theory behind such thinking is nothing if not simple to understand. The GT4 was designed to be the quickest version of the Cayman/Boxster chassis, especially so around a race track where its extra aero and electronically aided suspension are at their most effective, hence the fractionally superior lap times. The Boxster Spyder, on the other hand, has been designed to be the most pure member of the family to drive. So although it shares the same 3.8-litre flat six engine as the

GT4 (albeit in a fractionally lighter state of tune that removes a mere 10ps from beneath your right foot) it is fundamentally quite different to drive.

And because it's a touch lighter than the GT4, it's actually a wee bit quicker in a straight line, too. Zero to 62mph is quoted at 4.5sec with a top speed of 180mph, while at the other end of the scale emissions and economy are both significantly improved over the previous generation model at 230g/km and 28.5mpg combined.

Bottom line; unless you are a very skilled driver indeed, it's doubtful whether you'd even notice the Spyder's very slight absence of absolute pace around a track beside the GT4. But what you would notice, even in the first few feet, is how much more "lit" it feels beneath your backside, and how much better it sounds with the hood down and the accelerator nailed. And that, surely, gives the Spyder a far broader range of appeal than the marginally faster but less touchy-feely GT4?

But it is not a car that will appeal to everyone, the Boxster Spyder, and nor is it intended to be. Its suspension is both lower and stiffer than that of a regular Boxster. There is just one transmission option; a six speed manual. And the roof must be raised or lowered using not merely your fingers, as per a regular Boxster with its all-electric hood, but with your hands as well – a because in the name of weight saving the hood is manual and takes a fair bit more effort to raise and lower than the standard car's, even though it's a far better piece of design than the previous Spyder's fiddly hood.

Porsche's engineers say they could have fitted an electric hood if they'd really wanted to, and if they thought that's what the market required. But, they also point out, this would have added at least an extra 20kg to the kerb weight and would have compromised the



Left and right: Depending on your point of view, the Boxster Spyder's defining styling touch is its twin cowl rear, or its steeply raked and chopped windscreen

“It’s not a car that will appeal to everyone, the Boxster Spyder, and nor is it intended to be”



BOXSTER SPYDER

Model tested:	Boxster Spyder
Engine:	3.8-litre flat six
Transmission:	6-speed manual
Body style:	Two-seater sports
CO2 emissions:	230g/km
Economy:	28.5mpg (combined)
Top speed:	180mph
0-62mph:	4.5 secs
Power:	371bhp/310lb ft
Price:	£60,459



car's distinctive rear end styling far too much.

Those beautiful buttresses would have had to go and the hood design itself would have to have been completely different. And at that point, they concluded, the Spyder would not have been a Spyder. So they abandoned the idea early on in the design stage and went with a compromise; a hood that's 90 per cent manual – and far easier to use than last time – but with a small electrically operated latch that secures the whole thing into place right at the very end.

The things you notice about the Spyder on the move are its ride quality (which is surprisingly good beside that of Porsche's other most focused models), the clarity of response from its steering, the lovely feel underfoot from its brakes, and the extra shove that arrives courtesy of having an extra 400cc of engine capacity beneath your right foot compared with any other Boxster.

The Spyder's extra torque gives it a real thump of energy in the mid range that simply isn't there in other Boxsters. You can drive it very quickly indeed without ever venturing into the last quarter of the rev range. And this enables the car to pull its quite long gearing a fair bit more robustly than, say, the 3.4-litre Boxster GTS with a manual gearbox.

To get the very best out of the Spyder, though, you need to stir the gear lever around

its gate – which is a joy to do, no mistake – and dance around on the pedals with a bit more energy than you might when short shifting in everyday driving. Only when you engage that last quarter of the rev range and allow the 3.8-litre flat six to rev all the way out to 7800rpm does the Spyder reveal its true self. But when it arrives, the Spyder's ability to entertain, no, to thrill, is quite something.

The combination of noise from the engine and its exhaust at high revs, the feel from the chassis beneath your backside at all times, the directness and precision of the steering beneath your fingertips and the pure thrust that the Spyder can deliver in a straight line, well, it's pretty magical to be honest.

Dynamically, you really do get the best of both worlds with the Spyder; greater ease of driving, a beautifully composed ride, more feel than ever on the move and much more of a thrill factor at the top end to go with it compared with any other Boxster. Thus, although the Spyder isn't cheap at £60,459, for me it's the ultimate version of the Boxster/Cayman family.

Given a choice between a coupe and a convertible, I'd take the open car any day of the week. For me, a sports car isn't a proper sports car unless you can feel the air and see the sky above your head. So the fact that the Spyder provides this extra dimension of

appeal while at the same time being purer to drive, according to its creators, and a touch faster in a straight line makes it pretty much the perfect sports car in my opinion.

And that's before you so much as mention the fact that, in the metal, it also happens to look absolutely drop dead gorgeous. In one sense it looks quite a lot like a junior Carrera GT but, actually, I think it looks better proportioned than the GT from most angles. From the rear it bulges with energy, from the side it looks breathtakingly perfect, and from the front – due mainly to its lower ride height – it just looks meaner but also leaner than any other member of the family.

There is no limit to the production run of Boxster Spyders, but even so it will, you suspect, not greatly affect the balance sheet at Porsche HQ. It's a left field kind of car that's been designed to appeal only to Porsche's purest, most committed customers. Most folks would be entirely happy with a Boxster GTS, an electric hood and a decent chunk of change in the bank, after all.

But to the sort of person who wants the best of its kind, the Boxster Spyder genuinely stands out as the must-have car to drive in this class. It's a committed kind of a decision, yes, but also an easy one to make in some ways – because there is no better sports car you can buy at this end of the market. **PW**

The Spyder's hood tucks away under the rear deck. It's largely manual in operation, but much more secure and less tent-like than the previous Boxster Spyder's hood, which could best only be described as weather resistant

Manual is the only shifting game in town for the Boxster Spyder. Fixed back buckets are a good place to be. Blue trim lifts the sombre cabin





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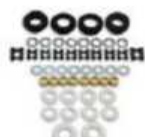
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911 & PORSCHE WORLD PICNIC

MAPLEDURHAM HOUSE, NEAR READING
SUNDAY 20 SEPTEMBER

A return to Mapledurham House for this year's Porsche Picnic, once again following the tried-and-tested formula of a laid-back Porsche and VW show in conjunction with our sister magazine, *Classic Porsche*. Informality is the key-word, with no model-by-model parking

and no concours, although the editors will be choosing their favourite 'Top Six' cars of the show.

So bring your picnics (or indulge in a cream tea) and head to Mapledurham on 20 September. The venue opens at 10am, with the awards taking place at 3pm. Entry is £5 per person, with under-11s free. Pre-entry not required.

For all enquiries contact Wildside
on 01189 475200 or wildside@adren-a-line.com



MAPLEDURHAM HOUSE

Set in acres of beautiful grounds, just off the A4074* Oxford road, Mapledurham House is a Tourism South East award winner often seen in TV's *Midsomer Murders*. Indeed, Mapledurham's watermill was used as a location in Michael Caine's 1976 film *The Eagle Has Landed*, and features on the cover of Black Sabbath's 1970 debut album. The watermill is the only operational mill on the Thames, the flour it produces being used to make the scones for Mapledurham's own tea room, which will be open on the day of the Picnic. Freshly made to order sandwiches and homemade soup will also be available. Also open to the public on the day are the main house and watermill (from 2pm), visitors to the Picnic being offered a £3.50 discount on the usual £9 admission. For further details on Mapledurham House, go to: www.mapledurham.co.uk

*Turn at the brown Mapledurham House sign opposite The Pack Saddle pub, Mapledurham. Please note that the entry road is very narrow.

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- Open from 10am
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- Tea room
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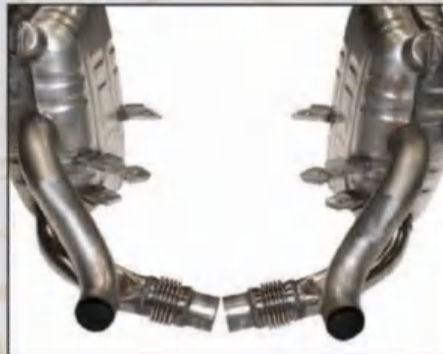
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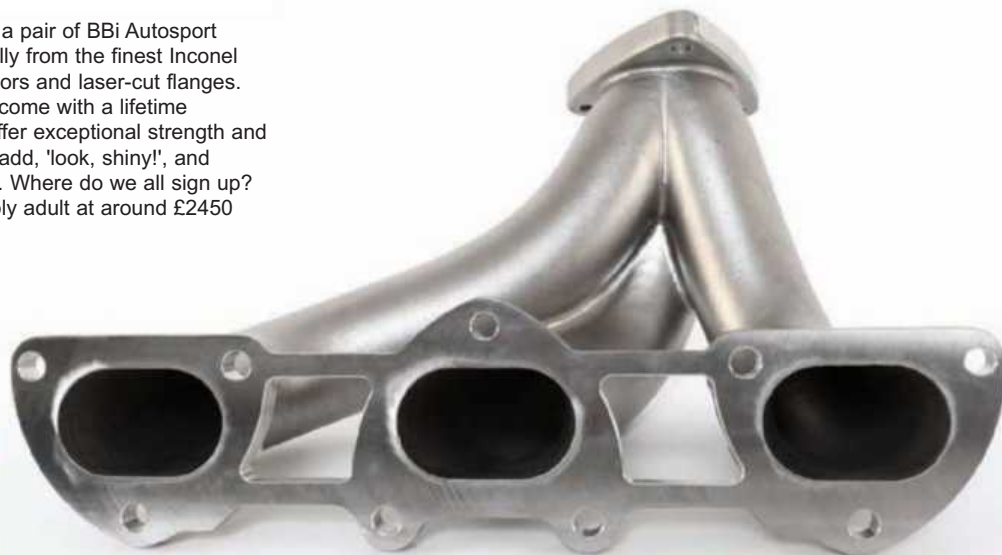
PRODUCT BRIEFING

ESSENTIALS

The tempting trinkets that enhance Porsche ownership

MANIFOLD DESTINY

It's the simple things that make the difference in life. Like a pair of BBi Autosport 997.2 Turbo exhaust manifolds manufactured millimetrically from the finest Inconel 635 metal and finished off with 'true spiked' merge collectors and laser-cut flanges. Well, obviously. The manifolds are also equal length and come with a lifetime guarantee. BBi reckons they're good for an extra 14hp, offer exceptional strength and corrosion properties and reduce turbo lag. To which we'll add, 'look, shiny!', and speculate that the soundtrack will surely be spine tingling. Where do we all sign up? At bbiautosport.com, of course. As for pricing, it's inevitably adult at around £2450 plus shipping from the USA, VAT and duty.



TOUCH OF CLASS

For the most part, Porsche's 987 and 997 models are growing old gracefully. But their PCM multimedia packages? Not so much. They've dated faster than a David Beckham barnet. And what if your Porsche never had PCM at all? You could go with a chintzy aftermarket double-DIN head unit. But what you really want is something that looks completely OEM but offers up-to-the minute functionality. That's exactly what Dynavin is promising with its new N6 range. The package includes a seven-inch touchscreen, Igo Primo nav and iPhone and Bluetooth support. But here's the clever bit. It hooks into the CAN-BUS/MOST interface and maintains full functionality including steering wheel controls and support for OBD data and Bose digital sound. The Dynavin N6 is available in both silver and black for 987 and 997 Gen 1 and 2 models. There's even a version for the Gen 1 Cayenne. Seek and ye shall find at dynavin.co.uk from £799. Even better, use this code (911PW10) for an exclusive 911 & Porsche World discount.



TELEDIALS WITH A TWIST

The Californian wheel wizards at Rotiform have come up with another set of super-looking splitties for Porsches. We've already seen the Rotiform FUC deliver Fuchs-like familiarity. Now the Rotiform STR serves up a split-piece twist on classic Teledials. As before, the brilliant bit is that the STRs are available in sizes ranging from a puny 14 inches right up to preposterous 24-inch plates. While you ponder the possibilities, know this: the STR is CNC machined using 6061-T6 forgings and fully customisable for fitment, width, colour and config'. Prices kick off at roughly £400 per corner. UK shipping adds another £260 with duty and VAT on top. For more details, ride your PC, Mac, phone or phablet to rotiform.com or contact the UK distributor at caraudiosecurity.com and 020 8561 9485.

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991 GT3 Club Coupé

1:43

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Porsche 550 Buckelspyder

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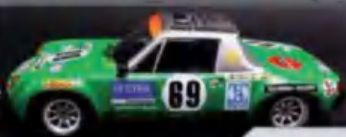
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1:43
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1:12
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1:43
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356 Carrera 2 1962
In metal with a key
35⁹⁰
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991 Turbo S
1:18
109⁹⁰
€

GOOD VIBRATIONS

Does your 987 Boxster or Cayman feel too insulated, soft and sanitised? US outfit Function First may have an affordable fix. These urethane engine mount inserts for 986 and 987 models firm up the connection twist chassis and and motor, tightening up power delivery, making gearshifts more precise and giving the whole rear end more composure. Inevitably, a bit more noise and movement will be transmitted, too. So Function First offers two firmness specifications, allowing you to decide when good vibrations become plain old harshness. Cleverly, the inserts slot into the void spaces of the standard engine mount and thus there's no need to press the latter out. DIY installation in about an hour is apparently do-able. Nice. Pricing is around £100 plus postage and taxes. Function First ships worldwide. To find out more head for function-first.com.



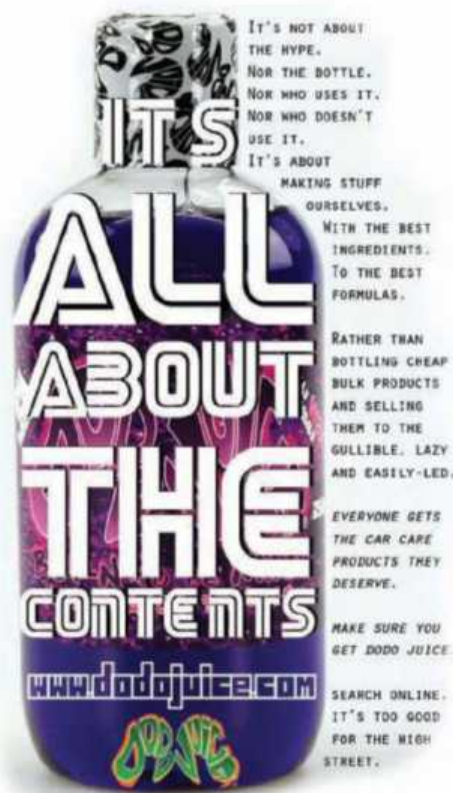
BEEF UP YOUR BOX

Is the original 986 Boxster the sweetest handling roadster ever made? Just maybe. But like any open-top car, body rigidity and chassis stiffness aren't exactly off the chart. Enter Ultra Racing and its front upper strut brace for the 986 Boxster. The basic idea is hardly unique. But Ultra Racing says it uses a single-piece design with the shortest possible routing across the struts and much thicker 4mm bolting flanges than you'll usually find. The result is reckoned to be superior control of chassis flex and in turn suspension components that remain far closer to their optimum pick up points. In short, it should give your Boxster some built-from-billet precision. The Ultra Racing brace fits all models of 986 Boxster and is yours for a piffling £134. Hit up ultraracinguk.co.uk or ring 01933 685840 for more info.



WRIST RACER

Porsche doesn't play in the F1 paddock. But its incumbent endurance racing darling, Mark Webber, was a long-time Red Bull runner. So we'll give this slice of Red Bull-designed raciness for your wrist a plug for old time's sake. The Casio Edifice EFR-544RB-1AER Chronograph sports stainless steel construction, scratch-resistant mineral glass, ion-plated bronze details on the face and special long-lasting luminous coating for the hands and hour increments. What's more, the inner workings include radio-controlled adjustment for the ultimate in accuracy no matter where you are in the world, the stopwatch functionality delivers split-second timing and there's 10bar's worth of water resistance. At £175, it's a whole lot of watch for not that much wonga. Wind your way to edifice-watches.co.uk for the full wheeze.



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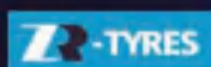
25540ZR17 Pirelli Pzero Rosso N3 £150.95

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Prices include valve, balance, casing disposal and VAT



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TRACK TYRE TIP-OFF

Thought there was increasing uncertainty surrounding the use of track day tyres in the UK? Then heed these tidings from tyre maker Toyo. You can use its semi-slick Proxes R888 and R888R on public roads and with impunity. Toyo says changes in legislation from November last year did render many track day tyres illegal. But its own semi-slicks have been granted full 'E' mark status and thus road legal and fully MOT compliant. Toyo says this also means that the R888 and R888R once again qualify for motorsport use where road legality is a requirement. Toyo track day tyres start at around £90 each. For more info head on over to toyo.co.uk.



HEADS UP!

Retro 911 restorations with perfect, shiny paint? Not exactly peculiar. Cleaning up the cabin, on the other hand, can sometimes be the real conundrum. Luckily, it's Dansk to the rescue with its OE-quality headliner kits for 911, 964 and 356 models. Available in both white and black, the headliners were previously only available to niche suppliers, but can now be purchased via any Euro Car Parts branch. Meanwhile, Dansk has also made its OE-quality bonnet for the 356B more widely available, too. The headliners start at £108 while the 356 bonnet is yours for £1506. Grab the lot at eurocarparts.com or call 020 8782 2486.

FANCY A FUCHS?

What exactly is it that makes the classic Fuchs wheel so enduring and so appealing? Who knows and frankly who cares when they look this awesome. So give it up for Braid's updated BZ line of Fuchs reps. The BZ was previously offered in 15 and 16-inch sizes. Now there's a new 17-inch option for all Porsche 5x130 fitments. That includes offsets for everything from a cooking 3.2 Carrera or 964 right through to an RSR-winged widebody warrior. The BZ does not require spacers, has the correct ball-seat lug holes and is built to last with an anodised coating. As with all the best things in life, they're cheap at roughly £2200 plus the usual US shipping, VAT and duty add ons. Load up braidusa.com for more.



LAP OF THE GODS

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At the more exotic end of the Porsche paddock, car insurance sometimes comes with a few days of track cover thrown in. For more mainstream machines, you'll usually need to pay your own way via a specialist insurer. So does track day insurance fall into that irritating category of being free to those who can afford it and very expensive to everyone else? Not necessarily. One of the bigger brands in performance car cover is now getting in on the game.

Adrian Flux is offering a range of track day insurance that scales up with the age of the driver. Existing Adrian Flux customers aged 23 to 24 qualify for cover up to a maximum vehicle value of £25,000, while customers from 25 to 29 can bump that to £35,000. If you're 30 or older you don't need to be an existing customer and cover extends right up to £50,000.

A wide range of events including public track days, rally events and group or club track days are covered with all of the UK's best known circuits and airfield facilities appearing on Flux's list of approved venues. Prices start at £63.60 and the more experienced you are, the cheaper cover will be. So there's probably no excuse to put your Porky pride and joy at risk. Call 0844 381 6502 or point your peepers at adrianflux.co.uk for a quote.



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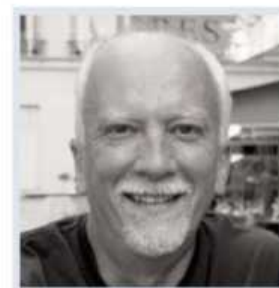
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THE USUAL SUSPECTS

After almost four years of blood, sweat, tears and self-emoliating £20 notes, Seume's 912/6 is almost ready for the road. He's even driven it, albeit for just three-and-a-bit miles. He reckons it was the most nerve-wrecking drive of his life as he listened to every rattle, cough and splutter. But he drove it. Miracles will never cease.



KEITH SEUME
CLASSIC PORSCHE



No, we didn't push it there – it really did drive to the pumps under its own power! *El Chucho* lives – but there's still plenty of final sorting out to do before it's ready for the road

PLEASURE AND PARANOIA IN EQUAL QUANTITIES

Funny how you lose track of time. I kept telling people it was almost three years since I embarked on my project, but while trawling through paperwork with one eye on getting my 1966 912 registered, I discovered it's actually almost four years. Four (expletive deleted) years.

What prompted this discovery was the sudden realisation that I may finally be reaching the end of the journey – a journey which has, as readers will be aware, taken me to the depths of despair on too many occasions. But now, I can see light at the end of the proverbial tunnel as I actually (hushed silence...) drove the car. Yes, drove it.

OK, so it ran like cr..., I mean, not very well, but it ran. I'd had the engine running before, of course, but then discovered an oil leak, a faulty alternator and an ECU that needed a few mods to work with the Ford EDIS ignition module. That all brought progress to a temporary halt, 'temporary' being a couple of months as I had to spend time away from the workshop doing things like work and acting as a tour guide to a couple of my American friends on a trip to

Germany and Belgium. It was frustrating knowing my car was almost done but not being able to get near it.

Until last week, that is. Now safely ensconced in Roger Bray's Devon-based workshops, poor old *El Chucho* had been looking a little neglected. But its face lit up when I wandered in bearing a rebuilt alternator and a revised ECU. Thanks to Tim Bennett of DDK for the work on that (Tim's one of these people who looks into an ECU and says 'Oh I see what the problem is' and then fixes it, while the rest of us are still trying to work out what the letters 'ECU' actually stand for).

So, here I was, sitting half in, half out of the car, with ignition key in hand. Hang on, that reminds me of a funny story, so excuse me while I digress a moment. Many years ago, I went to buy a Mk2 VW Golf at a local dealer. The day before I was due to collect it, I got a phone call: 'Mr Seume? We've got a small problem. Well, actually, quite a big one. Your new car's wrecked...'

Turns out the mechanic who was fitting a new throttle cable had got it caught on something so when he went to start the

engine, it fired instantly and went to wide-open throttle. Not good by itself, but it gets worse. The car was in gear.

Poor old Fred (not his real name) was only sitting half in, half out of the car (see the connection now?) and was powerless to do anything as the Golf took off across the forecourt like a scalded cat. It hit a metal roller-shutter door, which peeled upwards, allowing the Golf to head straight into the showroom where it proceeded to embed itself in a concrete column. Just as well, because next stop would have been a brand new VW Corrado...

Other mechanics heard the crash and came rushing out of the workshop, but there was nothing to be seen. The roller-shutter door had flopped back down, hiding all trace of the disaster. The car was totalled, with damage all across the roof and, of course, a rather bloodied nose.

Anyway, as I sat half in, half out of my Porsche, my mind was cast back to that incident, so I double-checked it wasn't in gear, sat fully in the seat and turned the key. And turned it again. And again. With a reluctant cough, the flat-six roared into life.

Say what you like about them, but 911 & Porsche World's elite squad of journalists and Porschephiles have opinions aplenty on all manner of automotive matters. And this is where they get their two-pages worth



JOHNNY TIPLER



ADAM TOWLER



BRETT FRASER



STEVE BENNETT



CHRIS HORTON



PAUL DAVIES

I kept a watchful eye on the gauges – oil pressure was fine, and the temperature gauge began showing signs of life. The tachometer was as dead as a dodo (apparently it will need an adaptor to work with the Megasquirt ECU – another job for Tim...) but, much to my delight, the alternator charging light went out as soon as the engine fired. Result!

It was at this point that I suddenly came to the realisation that there was little reason why the car couldn't be driven – at least, a mile or two. That, believe it or not, was a slightly scary thought. After all this time, I wasn't sure I really wanted to know what the car felt like on the road. I guess I'm a 'journey' person, rather than a 'destination' kinda guy. But it had to be done.

I tried the car in each of the gears – they were all there – and the clutch seemed to bite at a reasonable point in its travel, so with a set of tradeplates (for our foreign readers, they're temporary licence plates which allow a trader – garage – to drive any car as long as it's vaguely roadworthy) thrown on the car, I backed it out of the workshop and into the sunshine under its own power for the first time ever in my ownership. It was an odd feeling.

The first stop was the petrol pumps to fill the tank – no leaks, and a fuel gauge that seemed to work were positives here. Now came the crunch time, although not too literally, I hoped.

Pulling out onto the road, it all felt good. The problem was that I was so paranoid about something going wrong, that I didn't give much thought to what the car felt like



to drive until after I returned from my first tentative three-mile 'trip'.

I can now recount that it still ran like cr.., I mean, not very well. That can be taken care of by an expert looking at the ECU mapping (hello, are you still there Tim?), so I'm not too worried about that. The engine was louder than I was expecting from inside the car, in spite of my having used plenty of sound-deadening material on the bulkhead, floor and inside the quarter panels.

I could hear every gulp of air in the ram pipes, every rattle from who knew where. Was it supposed to sound like that? What was that noise? Did I just hear something break? My wallet's posterior puckered up as I drove up and down the street.

Looking back, the steering was nice and light, the car tracked perfectly, with no desire to drift left or right, and there were no bangs and crashes from the suspension. The brakes worked, too – the big six- and



Sorry about the low-quality screen grabs from my iPhone video footage, but there you go: proof that I drove the car – at all of 39mph and for three miles! Now this is what Porsche motoring is all about!

four-pot calipers doing their job admirably. Back at base, I checked all the lights worked, wipers and washers, too. Maybe I was getting there.

Apart from the engine mapping, the only two other (minor) problems that showed up were that there is clearly something rubbing on the right rear – possibly a splashguard catching the disc, or the handbrake mechanism fouling – and the gear linkage needs adjusting as the lever is slightly too far to the left to allow easy selection of fourth and fifth gears.

All in all, I was pretty happy but am still concerned about the impending MOT, which I need to get so I can register the car. I always worry about MOTs. No idea why. Oh, and there's the small matter of insurance to address, too.

But we're getting there. And at this rate, maybe I will get to drive *El Chuchito* this summer. Maybe... **PW**

THE HURT CONTINUES...

Look, I know this is a Porsche magazine, but I'm feeling a bit sorry for myself, OK?

I mentioned in the other story on this page that I'd had an unfortunate incident with a VW Golf. Or rather, the VW mechanic did. Well, 20-something years later, I just had another one. Unfortunate incident with a Golf, that is. Let me explain.

I was on the M5 motorway heading up to Silverstone where I was due to attend a Porsche Cars GB evening event for Porsche journalists who actually own Porsches (you'd be amazed at how many don't...). It's a fun evening, with the chance to drive various new models – and/or your own – round the track under the watchful eye of an instructor.

Last year, I borrowed a 1968 911 from Roger Bray and had fun driving that on the twists and turns of the handling circuit – what made it all the more fun was that it was the first time the instructor had ever been in an early 911. But I digress.

This year, with my own car close but not quite close enough to being finished, I had no option but to head to the event in my newly-acquired Golf TDI. When I say 'newly-acquired' I mean as in five days old. Still, no biggie, for I was still enjoying that new car feeling that is hard to beat.

But then, just north of Exeter, so only about 80 miles from home, the engine quit. No warning, no ominous engine management lights, nothing. As I coasted to the side of the road, I wondered what could be wrong – electrical failure of some kind, I guessed.

It didn't take the AA man long to discover the problem: the cam belt had slipped a couple of teeth and the valves became intimately involved with the pistons. Ouch.

The reason turned out to be that the water pump pulley had fractured, jamming itself against the cambelt, which then led to a couple of missing teeth. The rest, as far as the engine was concerned, was history.

The garage from where I bought it was

very good, refunding all my money immediately. Can't say fairer than that. I now have another Golf TDI in the driveway.

It was a long, tiring day but what upset me most was that I missed out on demonstrating what a bad driver I am to a trained Porsche driving instructor. Maybe they had specially arranged the water pump failure to save them a white-knuckle ride with Seume...

Oh dear – no playing with Porsches for Seume. On his way to the Porsche Experience Centre at Silverstone, his new Golf decided to eat its cambelt





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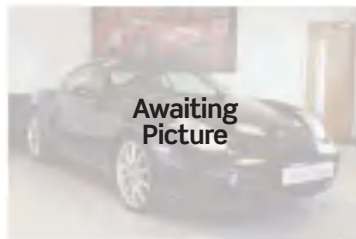
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LETTERS

Got something to say? Need to express an opinion on the Porsche world? Well, here's your chance...



997 CARRERA S FIRST PORSCHE

As I was preparing to jet off on my holiday to Italy I picked up a copy of your September 2015 issue as the cover headline '£25k Porsches' piqued my interest given my recent purchase in of a 997 Gen 1 Carrera S.

Unfortunately your article came after my purchase but it reflected a lot of the thought process that went into my buying decision. Over the years I have owned a multitude of different cars. I have owned a number of MX-5s which, although often seen as a bit of a hairdresser's machine, is great fun to drive. So when I recently fancied a change from my practical runaround my thoughts turned to something a little more exciting.

I discounted the Boxster quite early on – probably a mistake as it is a great car and much maligned – so my sights were firmly set on a Cayman S thinking that offered a good middle ground. I had seen one advertised at a local car dealer in Edinburgh that piqued my interest: it was a 36k miles 2006 model.

Unfortunately a deposit had been taken, but I noticed they had a 996 Tiptronic S Cabriolet. I took it for a test drive and liked how it felt, but it didn't come with the factory fitted hard-top, and I just thought that I would be better off with a manual. It was then that I spotted the Speed Yellow 997 Carrera S Gen 1 on an 05 plate with 58,000 miles on a dealer's website.

They were not a Porsche specialist so

that flagged some concerns. I enquired about the car, which had two owners from new, the first owner having it serviced regularly at Porsche Swindon, the second owning the car for a year before trading it for a Nissan Skyline GTR.

So I took a gamble and made a very long trip to see the car – it was a 460-mile round trip! I got up early and travelled down. The car was brought out and I have to say it was love at first sight.

The interior was in fine condition and the paintwork excellent. No signs of accident damage and it reflected exactly what this car was – a well looked-after 997. It had had four new Pirellis recently fitted and came with receipts and paperwork to back up the mileage and service record.

The test drive just backed up the evidence. I could see with my own eyes that here was a good condition car, with no sign of carbon deposit on the exhaust, so hopefully the engine is still good and strong. I handed over my £25K and drove back home with a broad grin on my face.

Did the allure of the 911 over the Cayman prove too strong? Yes. Is it a gamble? Possibly. Has my experience of Porsche ownership been everything I expected? Yes, so far. Let's see how it goes over the next year and maybe you can cover my story of 911 ownership in next year's 'Your first Porsche' article.

Jonathan Crilly, via E-mail

Jonathan Crilly is over the moon with his new purchase: a 997 Carrera 2 – and who can blame him?



914 LOVE AFFAIR

I couldn't agree more with Keith Seume's statement regarding the 914 'Do you want to run with the pack or stand out from the crowd?' (911 & Porsche World, Sept 2015).

I have owned a few Porsches over the years including four 968s. I have tracked them all, but decided that this year I would try something different and signed up for the MSA Spring Rally.

We just scraped in with the 968 as the entry criteria was that vehicles must be at least 20 years old. The Welsh scenery was beautiful and there were many interesting cars and people taking part. Ours was the only 968, and it didn't really excite anybody.

So I decided to find something more appropriate for my next rally. Trawling the net I found a Porsche 914/6, a road-legal race car for sale in Oregon. A period of serious negotiation followed, and it arrived in a container back in July. I am really pleased with it and hope that Keith will approve, too?

Tony Parker, via E-mail

Keith Seume replies: Do I approve? Do I? You bet I do – in fact, not only do I approve, but I'm intensely envious of your purchase! I miss my 914/6 every day and have fond memories of throwing it through my favourite Cornish bends with abandon. I also miss people asking me what it was, which was part of the reason for my 'run with the pack or stand out from the crowd' comment. Few cars I've owned have aroused such interest among enthusiasts.

996 FIRST THOUGHTS

Great to read in the August edition of 911&PW about Steve Bennett's purchase of his 996. It struck a cord as I've just done the same. It's also a silver, manual 996 with LSD and M030 on an S-plate.

I bought it in June after having a PPI done. The engine came with a clean bill of health but, as with yours, there were a few things to address which I'm slowly working through. But, as you mention in the article, it's an 18-year-old car at the end of the day and should be long dead in the grand scheme of things.

After reading some forums and taking advice from my local specialist, I've

changed the oil to Millers when I did an oil/filter change and the next step is change to a low-temp thermostat. I'm sure you'll come across similar advice during your 996 journey.

It's so responsive and feels very planted on a couple of runs I've done on mid-Wales roads. I'm looking forward to reading your experiences in the magazine – it'll be interesting to read if they continue to mirror mine.

Oh, and take the front bumper off to clear the rads of leaves, etc. It's an easy job – you just need a screwdriver.

Steve Kings, via E-mail





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YOU AND YOURS: STEVE TOLLEY

TARGA TALES

Steve Tolley bought his 911SC Targa for a mere £4500 in 2006 for a bit of fun. Needless to say it got him hooked on Porsches, so much so, he's got a 997 Turbo too...

Words and pictures: Brett Fraser

You've got to admire the candour of a bloke whose first Porsche anecdote to a stranger involves crashing his 997 Turbo. A month after he bought it. And through his own stupid fault. Actually, 'stupid' is rather harsh. Steve Tolley was unlucky to crash the Turbo. He had the sort of misadventure that might have happened to any one of us when huge horsepower, massively wide tyres and deep standing water form an unholy alliance on the exit to a roundabout. The thing is, Steve didn't need to tell us any of this – we were paying him a visit to talk about his £4500 911SC Targa...

But, since he mentioned the Turbo's mishap, we may as well relate the rest of the story. 'I was away on a Petrolhead's Nirvana Weekend,' Steve recalls, 'and was part of a big group of cars – 30 or so, all sorts of supercars including Lamborghinis, Ferraris and Aston Martins as well as other Porsches. We'd had an absolutely fantastic couple of days driving some marvellous roads in

Wales, and were just a few miles away from the hotel where we were going to gather our things together and head home.

'It was raining hard and we were on the A41 in the Brecon Beacons and coming off a roundabout. I wasn't going mad but did accelerate quite briskly; then the tail kicked out and I started to spin. I went across the central reservation – which fortunately didn't have a barrier – up the bank on the other carriageway, came down and spun back across the central reservation, up the other bank and through trees and bushes.

'While the car was spinning, everything seemed to go silent, and I was absolutely convinced I was going to die. It was surreal. And when the car finally came to a halt, I wondered if this was what heaven is like. Then it dawned on me that I was still alive. Somehow I'd managed to avoid hitting anything metal or too solid, although I did rip off a rear wheel, shatter one of the fronts, and smash up the front and rear bumpers and their supporting structures.

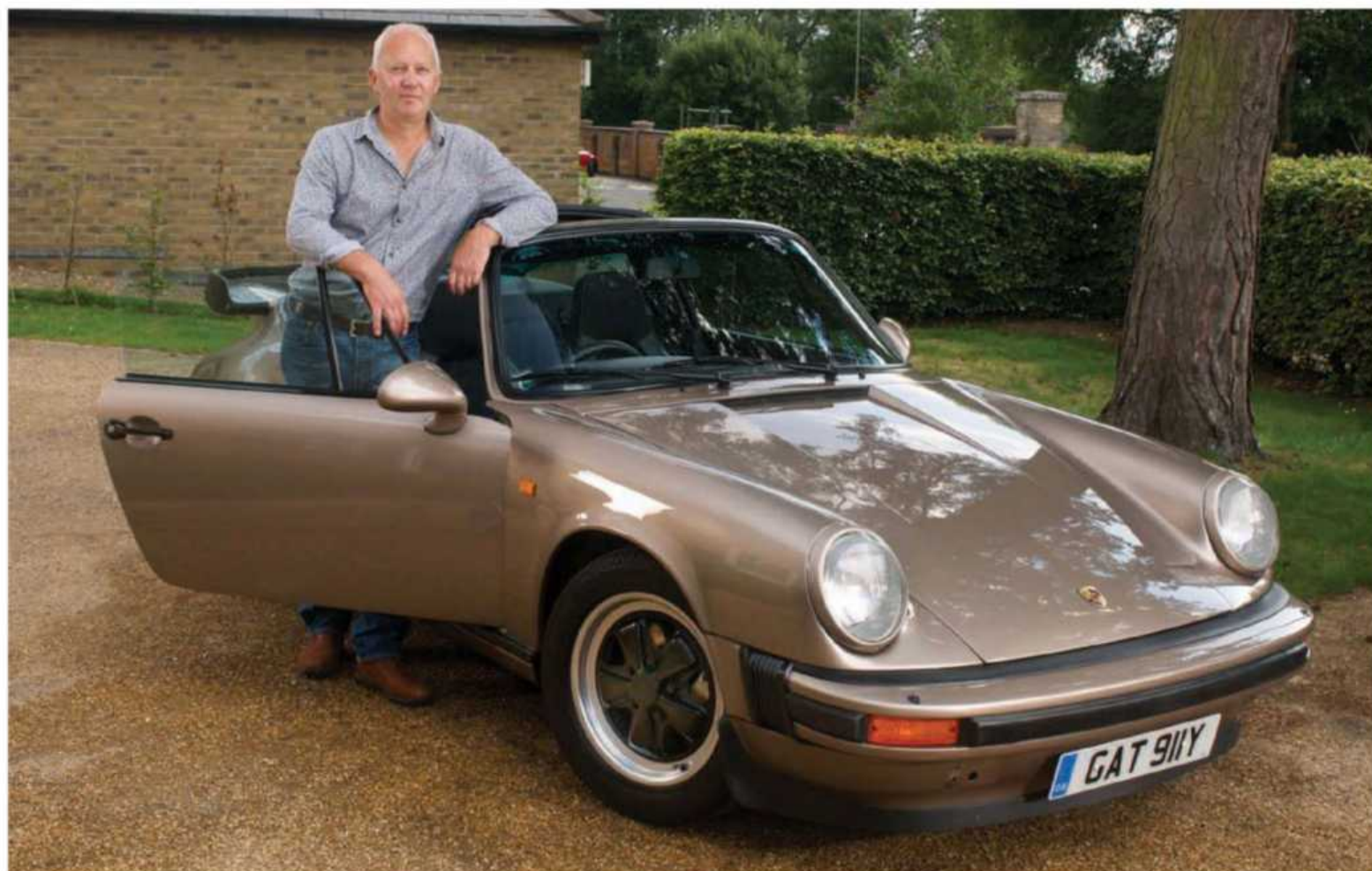
'The two cars behind me – a 997 GT3 and

a Ferrari – had spun off on the same standing water and were also wedged on the dual-carriageway's banks; luckily nobody was hurt. When the police arrived the story must have looked rather self-evident even though we hadn't actually been messing about. They were amazed that there were no injuries except to our pockets: we'd learnt our lesson the sad way.'

Steve's wife Sue wasn't on the trip but was understandably aghast when she learnt of the mishap, and wanted Steve to get rid of the Turbo. He thought about it momentarily, but... So, a month after buying the car from Porsche Chester, Steve was handing over the Turbo to John Bradley from Road & Race in Manchester – a Porsche accredited accident repair centre – for a considerable amount of insurance work.

That Steve had the Turbo in the first place was all down to how long the restoration of the Targa took. And the Targa itself was bought on a whim. A truck and car mechanic straight out of school, and latterly a self-employed engineer in the oil industry, Steve

Steve Tolley with his 911SC Targa, bought for a mere £4500. Not that that was the end of it, though. Predictably the Porsche bug struck and the Targa underwent a full restoration. A bit mad at the time, but easily justified now as air-cooled prices have rocketed



had enjoyed an interesting mix of cars in his younger years – a MkI Escort made way for a MkII, then a Capri Ghia (in black and gold!); a brief and unsatisfactory flirtation with a Chevrolet Camaro led to a shark-nosed E21 BMW 3-series, which he drove all round the UK, and then back to Ford in the shape of a Sierra Sapphire Cosworth 4x4, which he wishes he still owned. But it was a much-loved Volkswagen Golf MkIV that most directly led to ownership of the Targa, as Steve explains.

'I drove around in that Golf for about 10 years, and my three daughters all learned to drive in it. They all also managed to hit a gatepost at the end of the driveway, so the rear wheelarch on the Golf endured many a rebuild. I was getting a bit fed up with "my" car getting constantly damaged, when Sue suggested I go out and buy my very own car.

'I was going to get a Golf GTI when I bumped into a colleague I hadn't seen for a while on a flight to Aberdeen. He suggested I look at his elderly Targa – I declined! Eventually though I relented, took it for a spin and quite liked it, especially that lovely flat-six growl. I realised it was probably a big can of worms, but for £4500...

'It had a plastic milk bottle for the washers, odd exhausts and lots of other bodes. But I thought I'd just drive it hard, have fun and wait for it to die. Yet it didn't want to die: for a little old car with a knackered engine it was hugely impressive. And I came to love it.'

As a sign of his affection for the Targa, Steve decided to take it in to Norfolk Premier Coachworks in Norwich for a couple of new front wings and a bit of a patch up and respray. But the rot was far, far worse than he'd originally imagined. 'As Premier Coachworks stripped off the panels it was clear it was a complete mess,' Steve sighs. 'As well as the replacement front wings it needed new kidney bowls, inner and outer sills, one complete new door and the other reskinned, new rear valance and new bumpers; and when the guys cut off the rear wings there were big holes underneath.

'If I'd been doing the bodywork myself at home, I'd have given up, scrapped the car and sold all the usable components. But as Premier Coachworks started to put it all back together and spray things with primer and undercoat, I found new hope!

With that hope came a desire to do the job properly, treat the Targa to a full restoration. Although he wasn't game to tackle the bodywork, Steve stripped out all the suspension, had everything shot-blasted and stove-enamelled, and replaced the torsion bars, dampers and bushes. Later, when he saw how great the Targa looked in its fresh new paint, he knew that the engine would now need attention, too. 'It looked sort of sad sitting there in the grubby engine bay, so we took it out and I stripped it down myself.

'Refurbishing it and putting it back together was a completely different matter, so I spoke to Nick Fulljames over at Redtek, the air-cooled Porsche engine specialist in Brackley. He runs a cracking business there and I was extremely impressed with the quality of the workmanship. As part of the rebuild I got him to modify the oil spray pipes in the head, which is Redtek's own design, and to do a thorough job on the engine's cosmetics – I know it's a bit "bling" for some people's tastes, but I didn't have it done for them...



“ I realised it was probably a big can of worms, but for £4500... ”



Top: Nick Fulljames at Redtek handled the engine rebuild and the engine's 'cosmetics.' The interior is in sound condition. Steve has fitted a later steering wheel, and the seats are actually from a 924, but don't look out of place in any way, with their Porsche script trim. The Targa roof is off to Southbound Trimmers at some point for an overhaul



HISTORY

Launched in 1978, the 911 SC proved an instant success. Early models featured a 180bhp 3-litre engine - primarily for the low octane US market - rising to 200bhp in 1980. It was one of the first Porsches to be galvanised, although that counts for little 30 or so years down the line, as Steve will testify. Mechanically they are very robust and for that reason the SC has always been hugely popular as a 'starter 911.' Of course that used to mean starter prices, and Steve's £4500 was by no means unusual a few years ago. Not any more. His cheap 911 has become quite valuable.

'I had the brake calipers sorted out by a company up in Cheshire and they came back working beautifully. The first outfit I entrusted the refurbishment of the Fuchs to left the finish looking like a ploughed field - I had them done again by The Wheel Restorer.

'With me constantly changing the goal posts, the Targa's restoration went on for a while. Friends and family kept joking about whether I still owned the car at all, as it no longer seemed to exist. After all, the restoration started in 2009 and I finally drove the - nearly - completed project in June '15.'

In the interim, Steve sated his Porsche craving by purchasing a used 997 3.8 S from Porsche Centre Chester. The dealer was good, the car not so much... There was a serious problem with the rear suspension and despite several return visits to Chester and numerous different "fixes", the problem couldn't be cured. Ultimately the car was sent back to the factory, for Porsche's own engineers to try to discover a remedy. Undeterred by the experience, Steve traded

in the 3.8 S for the Turbo.

Despite his confidence-knocking crash in the Turbo, Steve uses the car extensively, and not merely for his weekly commute from Norfolk to Chester. 'I've driven it on the Isle of Man for a thrash around the TT course organised by Porsche Club GB, gone all over

Cambridge - they do a great job and they're good value. And the targa panel isn't quite right - I've got it booked in with Southbound Trimmers because they'll do a brilliant job, but the soonest I could get was next May! Southbound currently has six Targas in for full roof and interior restorations, which shows

“ Steve uses the Turbo extensively for the weekly commute ”

Scotland and Wales, and blasted around the "Evo [magazine] triangle" more times than you can imagine. And Sue and I are taking it on a trip in September to Lake Garda.'

As for the Targa, Steve has only done a few hundred miles as yet. 'I want to do about 1000 miles to let the suspension settle and then get the geometry checked by Porsche

how attitudes have changed towards this once unloved member of the 911 family.'

Steve bought his Targa in 2006, long before that shift occurred, and while he has spent a fortune on the car since then, it's safe to say that he could now get his money back - except that, of course, he has absolutely no intention of selling. **PW**



Steve's 997 Turbo, which was on the receiving end of a big aquaplaning smash, not that it dimmed his enthusiasm for the Turbo bruiser

CONTACT

Norfolk Premier Coachworks:
No strangers to 911&PW. Carried out the restoration on Steve's Targa
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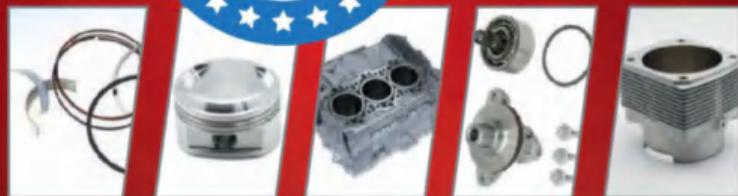


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RETRO ROCKET

RPM's latest CSR project takes the blank canvas of a silver 996 C2 and turns it into something truly special. Enter the CSR Retro, with added Pasha

Words: Steve Bennett Photography: Antony Fraser



Porsches and modifying. It's a slippery slope and, as many have discovered, once you've started, it's very difficult to stop. The motivation is to create something different, to enhance, to improve, to simply mess around and go on a bit of a journey. It's a balancing act, too. It's so very easy to get it badly wrong, but such is the vast industry that has grown up around making Porsches go faster, with a bit of research and imagination your perfect Porsche is out there. You just haven't built it yet.

And where did it all start? With the factory, of course. With racing in the genes, Porsche has always been adept at raiding the parts bin and creating 'specials', particularly where the 911 is concerned. Bits of this and bits of that. Think 911R with its wide arches and Fuchs up front and Minilites at the rear. Not pretty, but needs must. RSs followed in varying formats and proved to be the inspiration for many 911 hot-rods. At varying points 911s have gone backwards and forwards depending on the prevailing winds of trend. Turn a classic

911 into a Turbo lookalike? Yep, fair game in the '70s and '80s when a pre '74 car could be had for peanuts. A '73 RS or any other type too expensive? No problem, wind back an SC or a Carrera 3.2. After all, with donor cars at £15,000 or less, it's a no-brainer. But that was then. Right now modding any sort of air-cooled 911 takes a bit more guts. Donor cars have tripled in price, so value and desirability lies in their standard, unmodified state. A £30k RS lookalike is now a £60k and beyond RS lookalike. It's still happening, but the market has changed.

So where does the mod squad head now? That's easy. They go modern. You won't have failed to have noticed that the 911&PW fleet has shifted mainly from air-cooled to water-cooled. It's a pragmatic choice based on what we can afford and how we use our cars. They are in the main everyday machines, not garage queens trapped by their inflated value. They are all of a certain age, too, whereby bits are wearing out, so it makes sense to replace and upgrade. Our fleet is of a value, too, where we don't have to be precious about





A beguiled Bennett at the wheel. Note hints of Pasha, but we'll come to that properly in a couple of pages

messing about. At £13k my own 996 C2 is something of a blank canvas and affordable. Strip it out and turn it into a junior GT3? Why not. Go fast road, with some suspension mods etc? No-brainer, or even keep as stock and wait for the market to turn around. It's a 911, so it will happen.

Part of the reason for choosing a 996 C2 was that it makes a perfect starting point. It's what the factory would choose. Simple, light, rear-drive, no complications. It's no surprise that the 996 GT3 used the narrow 996 bodysell, just as it's no surprise that when Porsche creates something like the Sport Classic, or the GTS models, they start with a rear-drive format (although lately they haven't been able to resist applying GTS to just anything that moves. GTS Targa? Don't think so) and leave the front to handling and steering duties only. Sure you will get more oomph from a Turbo, but they're all about horsepower. For finesse and handling it's all about a C2,

particularly in the world of the 996, where the wider S models are just a little too civilised to lend themselves to modifying.

And here's the other thing when it comes to modifying modern 911s. With so much history to draw on, the possibilities and the inspiration are endless. Because the basic

ducktail and those Fuchs.

Which brings us neatly to this latest creation from 996 stalwarts RPM Technik and an amalgam of styling cues from the '70s, '80s and modern era. It's called the CSR Retro and it rocks. Starting from the blankest of canvases – a silver 996 C2 –

“ A 996 C2 is a perfect starting point. It's what the factory would choose ”

silhouette is the same, what worked then will work now. And Porsche is hardly backwards in coming forward when it comes to this sort of thing. We can name-drop the Sport Classic (currently changing hands at around a quarter of a million pounds) again, with its '73 RS inspired

they have created something that works on so many different levels – a hybrid of classic and modern influences. But let's start with its most radical feature. Forget about the Fuchs, forget about the ducktail, just peer in through the window. Whoa, that's Pasha. Well, it was going to happen



The real deal, 18in Fuchs take a lot of the visual glory here. They really suit the whole retro vibe. The Michelin Pilot Sport tyres are a class act, too, mixing grip with very low road noise

one day. Porsche's frankly deranged chequered past has been on the cusp of a return for some time, and RPM have had the balls to do it. Think 928, think 911SC and Carrera 3.2. It may not be to everyone's tastes, but it's a fantastic talking point, which is exactly what you want if you want to draw attention to your wares. Other interior options, that we whole heartedly approve of, are tartan, houndstooth and Porsche logo.

We wouldn't normally get excited about an interior, but seeing as we're poking around inside, we might as well stick with it. Pasha aside, the interior of RPM's CSR Retro has been completely retrimmed in grey Alcantara (faux suede) and the effect is astonishing, bringing a very classy look and appeal to the 996's normally staid interior. It's the quality of the job, too. It looks completely factory finished from

dash top to door cards and seat bolsters, complementing the Pasha inserts. Adding a race car look is a dished Momo three-spoke suede wheel, which is a tactile delight to twirl around.

OK, so we've got the 'Changing rooms' bit out of the way. How about the exterior and underpinnings? Well, taking the body first, it's a simple and effective upgrade largely from the Porsche parts bin. Simply put, RPM have mixed a 996 GT3 Gen 1 front end with GT3 side skirts and their own carbon fibre 'ducktail' wing. The towering, crowning, most inspired styling tweak, though, is the application of genuine 18in Fuchs. Together with a perfectly judged ride height, the finish, the visual transformation and being the real article, their look is beyond question and certainly better than Porsche's own take on the modern Fuchs theme. They're ultra

light, too, at just 8.2kg (front) and 8.8kg (rear) per wheel, which counts when you want to minimise any unsprung weight.

Talking of which, RPM prefer to use the early 3.4 C2 Gen 1 cars for their various CSR projects because they are the lightest of the 996 bunch. At 1320kg a 996 C2 is a good 50kg lighter than a 993 C2. By comparison a 996 C2 3.6 is 1345kg, and even a Gen 1 Cayman S is 20kg lardier at 1340kg. Power-to-weight is half the battle, so you might as well start with something lithe and save a few quid in the lightweight process.

It's all well and good looking the part, but can the CSR Retro match its interior and exterior reboot, with the full driving experience? Oh, can't it just. I have to say I was hugely looking forward to getting behind the wheel of this latest RPM creation, and not least because I now

Hard to believe that a somewhat bland silver 996 can be so transformed. Ducktail is a great aero and visual enhancement. The Fuchs fill the arches and the stance is just right



have my own 996 C2 3.4, which is crying out for some tweaks of its own. Added to that, I was able to get extended seat time in the CSR because we had signed it up to appear on the 911&PW stand at the Porsche Club GB National Event at Althorp House. That meant I was able to return to it a couple of weeks after my first drive and try it on home territory on roads I know like the back of my hand.

But first the spec. Suspension-wise the CSR Retro uses KW Variant 3 coilovers all round, adjustable for ride height, bump and rebound. These are combined with Eibach hollow, adjustable anti-roll bars and fully pollybushed suspension arms, topped off with RPM's fast road geometry

and ride set-up and configured to work with N-rated Michelin Pilot Sport tyres. Also fitted to this demo car are polyurethane engine mounts.

Engine wise the CSR is internally standard, but that's rather selling it short. For a start RPM are acutely aware of the M96 engine 'troubles' so this engine has been opened up to receive an IMS bearing upgrade. It also features a low temperature thermostat (994 3.4 engines run quite hot as standard) and is filled with Evans Waterless Coolant. So in terms of engine preservation tweaks, it's all covered. Adding a bit of sparkle and zing to the drivetrain is a CSR lightweight clutch and flywheel assembly, plus a Wavetrac

limited slip diff. Oh, and for noise and thunder, there is RPM's switchable exhaust, which can morph from plain fruity to Armageddon with lift-off artillery sound effects, at the push of a button.

Also optional, and fitted to RPM's demo car, is a bespoke engine management system with switchable fuelling maps which, in conjunction with the exhaust system and breathing mods, increases power by 25bhp and boosts torque by 10lb ft over standard.

So that's the parts countdown. The proof, of course, is in the driving experience, so just how does it go? Well, for me, it's all about the handling, and approaching the CSR Retro I was frankly

“ RPM's CSR Retro suspension set-up mixes firm with fair ”



The CSR Retro's best feature – looks aside – is its handling. With KW coilovers and Eibach adjustable roll bars, plus polybushes, RPM have worked to create an excellent fast road set-up

frightened that the set-up would be just too uncompromising, a view tainted by the M030 suspension on my own 996 C2, and the general perception of coilover damper kits and polybushed suspension arms. I needn't have worried. RPM's set-up mixes firm with fair. The CSR Retro stays in contact with the Tarmac at all times, even the seriously broken stuff that surrounds RPM's Long Marston base. It's no magic carpet ride, but it works with the road with the tight control of vertical movement that's inevitably foreshortened by the lower ride height. The trick with this sort of set-up is to avoid running out of suspension travel by going too soft, or compromising by going too hard. In other words there is a

sweet spot that requires real experience and feel to get right. But when you do, the result is something like this and a set-up that you can really lean on and relax into. A bad set-up is the one that has you hanging on to the wheel as it jumps all over the road. A good set-up will see the car take the lead, with just subtle assistance from the driver, and that's exactly what RPM has achieved with the frankly mind-boggling variables available. It takes skill and experience to perfect.

The CSR Retro was impressive enough around RPM's local roads but, as already intimated, I had the opportunity to fling it down some of my own well-driven local routes and so therefore could judge the

CSR against 15 years of Porsche testing, which includes virtually every 911 variable, plus all the GT options, but most notably those with a 3 in the equation. It might only be based on a relatively humble 996, but then so was the first GT3. The CSR inspires a similar confidence. Point it and let it go, its movements pure 911, from the slight, constant side-to-side movement and the wriggling, fidgeting steering, to the characteristic squat of the tail under corner exit acceleration. All the stuff that has been ironed out of the 991 is beguilingly present with the CSR Retro. In fact it's beguilingly present with any 996, but enhanced here thanks to RPM's work.

Above all, what the CSR set-up brings





The return of Pasha. Don't look for too long, it will make you go a bit funny! OK, so not for everyone, but in terms of making a statement, it's a bold one. Rest of the interior is trimmed with swathes of Alcantara. It's a quality job, too. Below: Solid engine mounts help keep engine mass under control

to the party is a confidence in what is going on between the tyres and the road and transmitted through the steering and the seat of your pants. The Michelins bring precision to the party, too, with grip and poise and an uncanny lack of road noise, which is often the bane of the modified Porsche. There is also a Michelin Pilot

thanks to the lightweight clutch and flywheel and that extra 25bhp doesn't flood the chassis. In fact, assuming that the CSR Retro is now packing circa 325bhp, with an extra dollop of torque, it feels perfectly matched to the chassis in such a way that it can be driven hard, but without any fear of being spat off the road should power

'holding back' going on here. Of course these things are both subjective and personal, but with the risk of repeating myself yet again, the base 996 C2 is the starting point, the blank canvas, and where you go from there is down to you. For some that's: "Nowhere at all, thank you very much. I'll keep my 996 standard," to which we say: "Good plan", because there will come a time when good, standard cars become sought after. But right now, with 996 prices where they are, and a ready supply of cars, why not be creative? From RPM's menu you could pick and choose where you want to go. A full interior retrim is perhaps tough to justify but, leaving that out of the equation, the CSR Retro here weighs in at around £30,000 all in, or to put it another way, about the same price as a new VW Golf GTI with a few options. That's a lot of 911 for the money and, right now, I'm very glad I've got a donor car sitting in the garage. When do we start? **PW**

“ So we rather like the RPM CSR Retro? Yes, you could say that ”

Sport Cup option too for more track focussed cars, and why not. This would make a great track day weapon, particularly now that GT3 have valued themselves out of the track day loop.

Engine and throttle response is enhanced

overtake grip. It's nicely analogue too, with no electronic interfaces offering artificial enhancements and intervention, usually at the behest of corrupting levels of power.

So we rather like the RPM CSR Retro? Yes, you could say that. There's very little

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rpmtechnik.co.uk




911 S 2.4 (LHD)

Light Yellow • Black Corduroy Sports Seats • 15" Fuchs Wheels • Blaupunkt Radio • Professional Restoration Certificate of Authenticity • 1972 (K)

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Polar Silver • Black Leather Sports Seats 17" Cup Wheels • 3-Spoke Club Sport Steering Wheel • Teardrop Mirrors 36,537 miles • 1994 (L)

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911 S 2.0 (LHD SWB)

5-Speed • Silver Metallic • Black Sports Seats • 15" Fuchs Wheels • Matching Numbers • Professional Restoration 1968 (F)

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911 Turbo Targa (930)

4-Speed • Grand Prix White • Red Leather Sports Seats Piped White 16" Fuchs Wheels • Air Conditioning 13,499 miles • 1988 (F)

£124,995


911 E 2.2 Coupe (LHD)

5-Speed • Light Ivory • Black Sport Seats 15" Fuchs Wheels • Matching Numbers Professional Restoration • Mechanical Fuel Injection • 1970 (H)

£124,995


911 Carrera 2 Targa (993)

Tiptronic S • Iris Blue • Marble Grey Leather Seats • 17" Targa Split Rim Wheels • Cargraphic Sports Exhaust 27,289 miles • 1996 (P)

£64,995


911 Carrera 2 Targa (993)

Tiptronic S • Polar Silver • Marble Grey Leather Seats • 17" Targa Split Rim Wheels • Air Conditioning • 41,053 miles 1996 (P)

£59,995


911 Carrera 4 (993)

6-Speed • Midnight Blue • Dark Blue Leather Sport Seats • Blue Power Hood 18" Turbo Wheels • Air Conditioning 72,490 miles • 1996 (N)

£49,995


911 Carrera 2 S (997)

7-Speed PDK • GT Silver • Cocoa Leather Seats • 19" Carrera Sport Wheels • Touchscreen Satellite Navigation • 32,015 miles • 2010 (10)

£47,995


911 Carrera 2 (997 GEN II)

6-Speed • Jet Black • Black Leather Seats • Touchscreen Satellite Navigation 19" Carrera S II Wheels • 13,332 miles 2011 (11)

£46,995


911 Carrera 2 (997 GEN II)

6-Speed • GT Silver • Cocoa Leather Seats • Touchscreen Satellite Navigation 19" Carrera Sport Wheels • 26,356 Miles 2011(61)

£45,995


911 Carrera 4 S Targa

Tiptronic S • Basalt Black • Black Leather Seats • Satellite Navigation 19" Carrera Sport Wheels • 27,659 miles 2008 (08)

£44,995


Boxster S (981)

7-Speed PDK • Basalt Black • Black Leather Seats • Touchscreen Satellite Navigation • 20" Carrera Classic III Wheels • 14,757 miles • 2013 (13)

£44,995


911 Carrera 2 (997)

6-Speed • Basalt Black • Flamenco Red Leather Seats • Touchscreen Satellite Navigation • 19" Sport Design Wheels 33,742 miles • 2008 (58)

£39,995


911 Carrera 2 S (997)

Tiptronic S • Midnight Blue • Cocoa Leather Seats • 19" Carrera S Wheels Satellite Navigation • Extended Leather 23,276 miles • 2008 (08)

£35,995


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PORSCHE 997 – GT3/TURBO / C4S / C2S / C2

2011 - 997 GT3 RS 4.0 GEN II (GRANDPRIX WHITE) 11,000 Miles
4.0 Ltr, Black with Red Sports Bucket seats, Red Seats Belts, PSM/PASM/PCM 3-Touch screen Satellite Navigation, Telephone, Chrono Pack, Sports Exhausts, Climate Control, 19" GEN II 997 GT3 Alloys, Full Service History

2010 - 911 (997 GEN II) TURBO S PDK (BASALT BLACK) - 25,000 Miles
PDK, Black Leather Int, PSM/PASM/PCM (GEN II)-Touch Screen Sat Nav, Telephone, Sports Exhaust, Cruise Control, Chrono Pack, White Dials, Heated/Memory/Fully Electrical & Sports Seats, BOSE-CD Changer/USB/iPod Connection, Xenons, Porsche Crest on Headrest, Alcantara Headlining, Climate Control, Rear park Assist, 19" Turbo Alloys Wheels, Full main Dealer Service History.

2009 - 997 GEN I C2S PDK CABRIOLET (GT SILVER) - 53,000 Miles
PDK, Black Leather Int, PSM/PASM/PCM (GEN II)-Touch Screen Sat Nav-Telephone, Sports Exhaust, White Dials, Heated & Part Electrical Seats, BOSE-CD Changer, USB/iPod Connection, Xenons, Rear park Assist, 19" Sports Design Wheels, Full main Dealer Service History.

2006 - 997 TURBO COUPE MANUAL (BASALT BLACK) 60,000 Miles
Black Leather Int, PSM/PASM/PCM-Sat Nav/Telephone, Chrono Pack, BOSE, CD Changer, Alcantara Headlining, Sunroof, Porsche Crest Embossed on the Headrest, Sports Seats, Rear wiper, Rear parking Assist, Xenons, 19" Turbo Alloy wheels, Full Service History.

2006 - 997 TURBO COUPE TIPTRONIC (BASALT BLACK) 56,000 Miles
Black Leather Int, PSM/PASM/PCM-Sat Nav, Telephone, Chrono Pack, Sports Exhaust, BOSE, CD Changer, White Dials, Heated/Memory Seats, Fully Electric Seats, Alcantara Headlining, Sunroof, Porsche Crest Embossed on the Headrest, Red Seat Belt, Rear wiper, Rear parking Assist, Xenons, 19" Turbo Alloy wheels, Full Service History (Just Been Serviced)

2007 - 997 TURBO COUPE MANUAL (COBALT BLUE) 73,000 Miles
Black Lther Int, PSM/PASM/PCM-Sat Nav/Telephone, Chrono Pack, Sports Exhausts, Heated/Memory/Fully Electric Seats/BOSE-CD Changer, Alcantara Headlining, Sunroof Porsche Crest Embossed on the Headrest, M/F/S wheel, Rear wiper, Rear parking Assist Xenons, 19" Turbo Alloy wheels, Full Porsche Service History

2008 - 997 C4S COUPE MANUAL (BASALT BLACK) 46,000 Miles
Black Lther Int, PSM/PASM/PCM-Sat Nav/Telephone/BOSE & CD Changer, White Dials, Sports Exhausts, Heated Seats, Alcantara Headlining, Part Electric Seats, Rear Park Assist, Climate Control, 19" Turbo Alloys, Full Porsche Service History.

2007 - 997 C2S COUPE MANUAL (BASALT BLACK) 20,000 Miles
Black leather Interior, PSM/PCM-Sat Nav/Telephone/BOSE, CD Changer, Sports Exhaust, Sports Exhausts, Sunroof, Rear Wiper, 3 Spike M/F/S wheel, R/Parking Assist, Top tinted windscreen, Porsche VTS, 19" Carrera Sport Wheels, Full Porsche Service History.

2006 - 997 C4S CABRIOLET (ARCTIC SILVER) MANUAL 37,000 Miles
Black Leather Interior, PSM/PASM/PCM-Sat Nav, Cruise Control, Sports Exhaust, Heated Seats, Memory Seats, Fully Electric Seats, Telephone, BOSE-CD Changer, Porsche Crest on Headrest, White Dials, Rear Park Assist, 19" Sport Design Alloy wheels, Full Main Dealer Service History.

2006 - 997 C4S CABRIOLET MANUAL (BLACK METALLIC) - 62,000 Miles
Black Dark Olive Metallic, Black Leather Interior, PSM/PASM/PCM-Sat Nav, Telephone, Sports Exhausts, Chrono Pack, White Dials, Heated Seats, BOSE-CD Changer, Part Electric Seats, Porsche Crest on Headrest, Rear Park Assist, Climate Control, 19" Alloy wheels, Full Main Dealer Service History.

2005 - 997 C2 COUPE TIPTRONIC (SLATE GREY METALLIC) – 56,000 Miles
Black Leather Int, PSM/PCM-Sat Nav/Telephone, CD Changer, Memory & Fully Electric Seats, Sunroof, Alcantara Headlining, Rear Wiper, 19" Carrera S Alloy wheels, Fully documented Service History

2005 - 997 C2 COUPE TIPTRONIC (ARCTIC SILVER) 62,000 Miles
Black Leather Interior, PSM/PCM-Sat Nav/Telephone-BOSE/CD Changer, Heated Seats, M/F/S wheel, Alcantara Headlining, Rear wiper, Climate Control, 19" Carrera Alloy wheels Full Service History.

PORSCHE 996 GT2 & TURBO

2002 - 996 GT2 CLUBSPORT (POLAR SILVER) 55,000 Miles
ONE OWNER ONLY, Full Porsche Main Dealer Service History with a recent service, GT2 Club Sport Model, White Dials, PCCB Brakes, Radio and CD player, Climate Control, Central Locking, Electric Mirrors & Windows, Porsche Crested Sports Seats, Correct carbon fibre interior

2002 - 996 GT2 CLUBSPORT (ARCTIC SILVER) 37,000 Miles
Black Leather Int, PSM, Cruise Control, Porsche Radio & CD Player, Alcantara Headlining Fire Extinguisher, 18" GT2 Turbo Alloy wheels, Full Main Dealer and Specialist Service History

2004 - 996 TURBO COUPE TIPTRONIC (BLACK METALLIC) 37,000 Miles
Black Leather Interior, PSM/PCM-Sat Nav/Telephone, Cruise Control, Heated Seats, Fully Electric Seats, Memory Seats, BOSE/CD Changer, Sunroof, Rear Park Assist, Rear Wiper Alcantara Headlining, Climate Control, 19" GEN II Turbo Alloys, Full Main Dealer Service History.

2004 PORSCHE 996 TURBO COUPE TIPTRONIC (BLACK) 50,000 Miles
Black Leather Int, PSM/PCM- Sat Nav/Telephone, Cruise Control, Heated Seats, Fully Electric & Memory Seats, BOSE, CD Changer, Sunroof, Rear Park Assist, Rear Wiper, Alcantara Headlining, Climate Control, 19" GEN II Turbo Alloys, Full Main Dealer Service History

2002 - 996 TURBOCOUPE TIPTRONIC S (LAPIS BLUE) 86,000 Miles
Lapis Blue Metallic, Grey Leather Int, PSM/PCM-Sat Nav, Telephone, BOSE, Sports/Memory/Electric Seats, Sunroof, White Dials, Red Seat Belts, Rear Park Assist, Rear Wiper, Alcantara Headlining, 18" Turbo Alloys, Full Service History

PORSCHE 993 - TURBO / C2S / C4S / C2 / C4 / TARGA
1998 - 993 TURBO "S" COUPE MANUAL (SPEED YELLOW) 60,000 Miles
Black Leather/Carbon Fibre Interior, Litronic Lights, Sports Seats, Electric Seats, Electric Mirrors, Yellow Dials, Porsche Radio & Single CD Changer, Yellow Seat Belts, Sunroof, Rear wiper, Yellow Callipers., 18" Turbo S Alloy Wheels, Full Service History.

1997 - 993 TURBO COUPE MANUAL (ZENITH BLUE METALLIC) 79,000 Miles
Beige Leather Interior, Sunroof, Sports Seats, Fully Electric Seats, Alpine Radio Player, Rear Wiper, Climate Control, 18" Turbo Alloys, Full Service History

1996 - 993 C4S COUPE MANUAL (MIDNIGHT BLUE) 64,000 miles
Marble Grey Lther Interior, SONY CD players, Seats, Semi-Electric Seats, Electric Windows, Electric Mirrors, rear wiper, 18" Turbo Alloys, Full Porsche Service History

1995 - 993 C4 CABRIOLET MANUAL (IRIS BLUE) 108,000 miles
Iris Blue Coachwork, Marble Grey Lther Interior, Sports Seats, Semi-Electric Seats, Electric Windows, Electric Mirrors, 18" Turbo Alloys, Full Porsche Service History.

1994 - 993 C2 COUPE TIPTRONIC (BLACK METALLIC) 84,000 Miles
Black Metallic Coachwork, Grey Leather Interior, Alpine Radio & CD Changer, Sunroof, Climate Control, Telephone Module, Rear wiper, 17" Alloy Wheels, Fully Documented Service History.

1994 - 993 C2 COUPE MANUAL (FOREST GREEN) 104,000 Miles
RHD, Marble Grey Leather Interior, Sunroof, Alpine Radio Player, Part Electric Seats, Rear Wiper, Climate Control, Electric Windows, Electric Mirrors, 17" Alloy wheels, Full Service History

1994 - 993 C2 CABRIOLET (CARRERA WHITE) 103,000 Miles
ONE LADY OWNER ONLY, Metropole Blue Leather Interior, Manual, Part-Electrical Seats Climate Control, Blue Hood, 17" Alloys, Full Service History

1994 - 993 C2 COUPE TIPTRONIC (BLACK) 94,000 Miles
Black Leather Interior, Tiptronic, Sunroof, Becker Radio, Electric Seats, Electric Windows/ Mirrors, Rear Wiper, 17" Alloy wheels, Full Porsche & Specialist Service History. (Just been Serviced)

1987 - 993 CARRERA 3.2 CABRIOLET (G50 GEARBOX)
126,000 Miles, Manual Gearbox (G50), Matching Numbers Example, Immaculate Blue Metallic Exterior, Full Marble Grey Int, Matching Dark Blue Hood, Fully Electric Softtop, Electric Windows and Mirrors, Period Correct Fuchs Alloy Wheels, Comprehensive Service History, Very Original Condition, 10 Years with The Same Owner, Kept with the same specialist for a number of years

1990 - 964 C2 CABRIOLET MANUAL (MIDNIGHT BLUE) – 108,000 Miles
Midnight Blue Coachwork, Marble Grey Leather Interior, Sports Seats, Fully Electric Seats Sony CD Player, 17" Alloys, Full Service History

1992 PORSCHE 964 C4 CABRIOLET MANUAL (BLACK) 94,000 Miles
Marble Grey Leather Interior, Semi Electric Seats, Kenwood CD Player & Radio, Electric Window, Electric Mirror, 17" Alloy wheels, Full Service History, Tonne Cover available.

1992 - 964 CARRERA COUPE (POLAR SILVER) LHD – 138,000 Miles
Tiptronic Gearbox, Black Leather Interior, Sunroof, SONY CD & radio Player, Fully Electric Seats, Rear Wiper, Climate Control, Electric Windows & Mirrors, 17" Alloy wheels, Full Service History.

1989 PORSCHE 911 SUPER SPORTT CABRIOLET (WHITE) 76,000 Miles
Carrera White Coachwork, Dark Blue Leather Interior, Sports Seats, Climate Control, Blue Dial, Semi Electric Seats, SONY Radio & MP3 player, 16" Fuch Alloy wheel, Full Documented Service History, Original Service book and manuals available

1987 - PORSCHE 911 SUPER SPORT TARGA (G50 GEARBOX) – 86,000 Miles
Carrera White Coachworks, Black Leather Interior with white piping, Rear Wiper, Fully Electric Windows & Mirrors, Full Service History (Just Been Serviced). This Porsche is a genuine M491 SuperSport one of only 37 RHD Targas and obviously has the desirable G50 Gearbox (Swepec Oil too). It drives and sounds amazing with the Dansk twin exhausts and has had the usual troublesome work such as replacing the butterfly valves done. A top end engine rebuild was done 10,000 miles ago (2007) and the Targa roof has also been refurbished by Southbounds. Whilst the car isn't concourse its as near as you would want for a car that you can enjoy using and yet still be very proud to own. Paperwork wise the file is extensive and the original service book, in its original folder has 27 stamps. The latest service was 700 miles ago. The car flew through its MOT last week with no advisories. We welcome any inspection as we are more than confident that it will stand up to any scrutiny

1979 PORSCHE 911 SC COUPE - LHD (SLATE GREY) 271,000 Kilometers
Left Hand Drive, Slate Grey Coachwork, Marble Grey Interior, Manual, 271,000 Kilometers Pioneer Radio & CD Player, 16" Alloy wheels, Five Former Keepers Only

FERRARI - MODELS FROM 1967 +
2008 - FERRARI 612 SCAGLIETTI COUPE (NERO BLACK) 11,000 Miles
Full Nero Black lther int, HGTC package, Sport Mode, Latest Software on Gearbox to enhanced speed of Gearchange, Sports Exhaust, 19" Modular Alloy Wheels (HGTC Special), Ferrari Ceramic Brakes, Second Generation Sat Nav, I-POD Connection, USB Connection, Telephone, Front & Rear Parking Sensors, Electronic Chromatic wing mirrors, CD Changer, Enhanced Sound system (BOSE), Nero Daytona seats, Memory Seats, Lumbar support, Heated Seats, Tyre Pressure Monitoring System, Xenons lights, Full Climate control, Tracker System, Full Ferrari Service History

1973 – FERRARI 365 GTB/4 DAYTONA RHD (ROSSO RED) 38,000 Miles.
Black/Red Leather Interior Red Carpets Climate Control 'Ferrari Classiche' Full Continuous History Super Provenance 3 Owners From New.

1967 – FERRARI 275 GTB/4 MANUAL LHD (ARGENTO SILVER) 59,000 Miles.
Full Black Leather Interior Detailed Restoration History Full History Original Build Sheets/Sales Invoice/Tool Kit/Wallet/Hand Books Numerous Concourse & Awards Winner Engine Rebuilt By Ferrari In Johannesburg 26,000 KMS Ago Comprehensive photos showing The Repair & Work Done By Ferrari Exceptional Condition Throughout.

Ferrari 330 GTC COUPE – GRIGIO SILVER
Ferrari Classiche, Rosso Red Leather Interior, 86,000 Miles, Chassis No: 10157-GT, Engine No: 10157-GT, Extensive Interior retrim-(photos available), All MOTs, Fully documented service history with many invoices over the years, Original handbooks and Tool kit, Original sales brochures

CLASSICS - AC / BENTLEY / JAGUAR / PORSCHE 356

AC COBRA 289 CONTINUATION MODEL (BLACK) - 1996
VERY RARE, BUILT ON THE LIGHTWEIGHT MK II 289, SHORTRNOSE CHASSIS, ONE OF APPROXIMATELY FOUR ONLY MANUFACTURED, 14,000 MILES, BLACK COACH WORK WITH MIDDLE WHITE STRIPE HAND CRAFTED BLACK LEATHER SEATS WITH RED PIPING MATCHING LEATHER HEAD RESTS, LEATHER TRIMMED ALUMINIUM LIGHTWEIGHT DASH WITH "SMITH" ORIGINAL STYLE INSTRUMENTS. INTERIOR IS FINISHED WITH HIGH GRADE WILSON BLACK CARPETS PIPED IN BLACK LEATHER. EFI injection engine V8, normally aspirated arrangement, 8.9:1 compression ratio cast iron engine block with cast iron heads, roller camshaft, upgraded SV0 lower aluminium inlet manifold/upper aluminium inlet manifold body with performance 65mm throttle body

AC COBRA MK IV BUILT ON LIGHTWEIGHT SHORTRNOSE CHASSIS BY AC CARS (ROLLS ROYCE EBONY BLACK), 11,000 MILES, LIGHTWEIGHT, LARGE BRAKES
FLAT DASH, SMITH INSTRUMENTATION, TELESCOPIC 5MPH IMPACT BUMPERS FRONT AND REAR, REAR PETROL TANK BEHIND SEATS/RACING FILLER TRIANGULAR CHROME ROLLBAR, FULL LETHER CONNOLLY HIDE IN SILVER GREY WITH PIPE BLACK, High performance fuel injection 5.0 Litre FORD V8 engine, Very rare and limited production of the best that AC could offer, with the best features of the Lightweight production run.

1972 PORSCHE 911 2.7 RS TOURING 72,000 MILES
7000 miles since total restoration by RUF, Canary Yellow, Black Interior, Left Hand Drive, Complete History of Restoration, including Photos and invoices

1977 – PORSCHE 911 CARRERA 3.0 LTR COUPE (METALLIC ICE GREEN) 120,000 Miles

5 Speed Manual, Ice Green Metallic, Black Leatherette, Sparco Race Seats, Chrome Trim Rear Spoiler, Electric Sunroof, Rear Wiper, Very rare UK RHD, extensive service history. Fundamentally every invoice on every expenditure Over the past years. Porsche Authenticity certificate confirm matching numbers engine/chassis/interior and Colour. Bodywork is in excellent condition.

1973 Jaguar E-Type Roadster Series III AUTO 25,000 Miles
finished in Carmen Red with Black hide interior and Crema soft top, Automatic transmission, stereo system. The finest Chrome wire wheels. Chrome exhaust system, Previous owner over the 32years, totally restored to a very high standard. Total miles is 25,000, Fortune spent on restoring this superb E Type drives like new. This car is just amazing.

1962 - JAGUAR 3.8 MARK II AUTOMATIC LHD (BLACK) 16,000 Miles.
Automatic Black Coachwork Red Leather Interior Power Assisted Steering Wire Wheels Recent Restoration To Virtually Concours Standard

1962 JAGUAR 'E' TYPE ROADSTER 3.8 SERIES I (OPALESCENT SILVER BLUE)
Refurbished by one of the UK's most renowned E-Type specialists restored to Concours level. Manual, Series I, pleasant Silver Blue Coachwork, Black Leather seats with Navy Blue Carpets, Aluminium Centre Console, Dark Blue Soft top, and Restoration work Fully documented. Chromed wire wheels.

1936 - BENTLEY 4 1/4 PILLARLESS COUPE (MIDNIGHT BLUE)
Grey Leathr Gurney Nutting Coachwork 1 Owner 40 Years Extensive History A True Classic Completely Original Throughout & Has Been Exhibited At Louis Vuitton Concours D'Elegance In Paris 2003. Sunroof Produced By Gurney Nutting Classically Completely Original Throughout

SPA MAN

We send Spa virgin Adam Towler for some serious lappery in the RSR Nurburg fleet. Fun? With a Cayman GT4 and 991 GT3 at his disposal, what do you think? And the good thing is anyone can do it...

Words: Adam Towler Photography: Gus Gregory



It's 1.30am when I glance at the clock in the car. I turn to the left at the junction and accelerate onto a broad, deserted Belgian country road. In the passenger seat photographer Gregory has the drawn features of a man at the mercy of Eurotunnel's current malaise.

Immediately the road looks familiar. Wisps of mist drift lazily across our path but they can't prevent that creeping sense of *deja vu*: I'll never forget the first time I took a pilgrimage down this stretch of asphalt, nor all those wasted hours playing Grand Prix Legends on the PC when I should have been studying at university.

This is the Masta Straight. This is the 'old' Spa. By the time we reach our hotel I collapse onto the bed and try and push from my mind the endless passing miles of Belgian Autoroute; given the unearthly hour it hardly seems like the ideal preparation for my first experience of driving the world's ultimate circuit. The only thing worse will be the sound of rain thrumming on the window when I wake up tomorrow, which given the climate in the Ardennes is worryingly all too possible. Oh well, goodnight.

The day of RSR Nurburg's Spa track event mercifully dawns with bright, warm sunshine, and after a coffee or three and

one too many croissants I don't feel too bad. Adrenalin does the rest.

Ahead lies the mouth-watering prospect of serious track time on the Spa circuit in a range of new Porsches run and rented out by Ron Simon's RSR Nurburg operation. These days Ron is the official driving school at Spa, and has lined up for us a tantalising trio: I'll attempt to learn the circuit in a 981 Cayman S, then be able to compare Cayman GT4 and 991 GT3 at speed.

Yes, I did say Cayman GT4. That unicorn of hardcore Porsches is ready and waiting for us, and has been in the RSR Nurburg inventory since mid-summer.





On board in Porsche's latest GT machine – the Cayman GT4, complete with driver centric manual gearbox. Ideal for the task of being a hero round Spa

We're here in the same week that the UK press office GT4 arrives, and while we'll be doing something with that as well in these pages in due course, this is a sublime opportunity to experience the new GT4 at very high speeds. Given that I've yet to sample the car, I simply cannot wait. Another blast in the GT3 should act as a decent barometer for the ability, or otherwise, of the new mid-engined warrior.

Spa appears immaculate. Everything is brightly painted and there's barely a blade of grass out of place. With the forested hills stretching out as far as you can see, and the historic, uniquely Spa buildings in the foreground, it is a pure fantasy for a car and motorsport enthusiast. I can't imagine my ultimate, dream racing circuit looking much different, or any better.

After signing on, the day begins for real with a visit to a couple of corners on the track, the first being the infamous Eau Rouge corner. Having parked up our cars and assembled around Ron in the sunshine he begins his spiel in near-evangelical tones. "Welcome to the best race track in the world; to the best corner in the world".

Everyone turns and stares back down the hill and I'm certain is thinking exactly the same thing: 'It doesn't look that steep on the telly'.

"This is a special place for me", continues Ron, "a magical place. Now; whatever your friends tell you, Eau Rouge is not flat". There's a ripple of laughter around the group. "In fact, some say it's faster when you don't take it flat. It has three challenges: high speed, it's blind, and the elevation change. All the groundwork for the corner is done at the start: when you start something off the wrong way, it never ends right".

The secret to Eau Rouge, then, is to line the car up at the bottom of the hill in such a way that you minimise the direction changes required as you then climb the gradient, hopefully, back hard on the power. "It's not a fight it's a dance", urges Ron, advocating smoothness, "we want to party not fight", he adds in his inimitable Dutch tones. "If you do get it wrong just let the car run straight, there's an area you can run over now with the barrier set back, which wasn't always the case. It only looks stupid

but you don't die". This time hearty laughter rings around the assembled drivers, but Ron cuts it dead by adding: "No, seriously, people still die here". It's as if someone has just pulled the plug out on a sound system; the silence is deafening.

To the Cayman S, then, and at this point I team up with my instructor for the day, Roy Hastings. Roy's background is primarily in motorbikes, and he's so passionately devoted to driving and riding that he now lives at the Nürburgring. Proof, if ever it was required, that driving at places like the 'Ring and Spa gets so far under your skin it becomes a way of life.

There's no corporate banality or waiting around with an RSR Nurburg event. The 'S' is checked over and soon ready for our use, and with the ok given I jump into the driver's seat and after checking I've installed myself in the car correctly, Roy jogs around the other side and climbs into the passenger side. I select 'drive' in the PDK 'box, nudge it to the side to gain manual control, check my helmet strap one last time and we're funnelling down to the pitlane exit. In my head are Ron's words:

Our man Towler looking pensive, as well he might. The RSR Nurburg event is no quick taster. It's a full on experience with instructors that will push you hard all the way. And Spa, let's not forget, is a proper old school track



"Don't hang around at the pitlane exit. If someone loses it at Eau Rouge you'll be right in line for their accident". Gulp. Better floor it, then.

There then follows some of the very best, most enjoyable driving I've ever had the pleasure to experience. Spa is every inch as good as I had hoped after a lifetime spent watching it on the telly, and reading about the place. No, in fact, it's considerably better than that. Roy's instruction is superb: a constant stream of advice on line, braking points and throttle usage when required, and silence when not. Most of all he urges me to use the car to the fullest extent – every rev, every last ounce of brake retardation, every millimetre of the track.

It's good to drive a Cayman S again. Around Spa it feels largely foolproof,

particularly with the PDK 'box fitted. Don't make any fundamental errors and it feels as though it'll never get out of shape, or bite you, and yet it's fast – properly fast. Even this regular S has the inherent speed to worry all sorts of high performance machinery around this track.

So far, I'd be lying if I didn't say that Eau Rouge was something of a mystery. Ron and Roy say that you should only increase your speed through here when you can drive it ten times in a row and end up at the same point as you exit at the crest. To be honest, I'm nowhere near that level yet. But what a feeling it is to drive through there: it begins with a stamp on the brakes to slow for the La Source hairpin. Then, as the car flows out to the kerb on the exit you have an extraordinary view, past the 'endurance' pits and down

to the bottom of the hill, with the road flipping up violently to the sky behind it and the treeline on the horizon. It must be one of the greatest views in the whole of motoring, and every single lap I'll do throughout the day my stomach flips slightly as I catch a sight of that vignette.

Having got past the sense of awe at the top of the hill, the S is soon rampaging down the straight, the sense of speed heightened by the close proximity of the pitlane wall on the right side. My eyes are fixated on the peel away point near the end of the wall, where I'll brake and let the car cross the road until we trouble the kerb on the left. This is the eye of the storm, the G-force suddenly hitting you as with a release of the brakes you aim the car to the right and then as the car straightens you're hard on the power. All

Spa's defining moment is Eau Rouge, one of F1's legendary turns. Cayman GT4 is rather blocking the approach, but the backdrop is pure Spa. Silverstone it is not!



“

Driving at places like the 'Ring and Spa gets so far under your skin it becomes a way of life

”

you can see through the windscreen is sky, but if you've done it right as you crest the rise only a slight correction to the left is required to make the final part of the corner. Separating it into sections is one thing, but given it all happens very fast, ideally in one fluid movement, getting it right requires immense concentration, a fair dose of courage and lots and lots of practise.

After letting the car sing up the Kemmel straight, it's another hard stop before the challenge of Les Combes, and the lateral forces of repeated changes of direction. Then it's down to the enigmatic Brussels curve, which seems to last for an eternity and is almost as vexing as Eau Rouge. There are various lines to be taken, but the overriding approach seems to be maximising corner speed over the more usual exit velocity, given the need to get the car over to the right hand side immediately after it for Rivage.

It's Pouhon – which Ron describes as

the second best corner in the world – that follows next: it's a one steering movement type of corner, your precise line tailored by the use of throttle that can be brought into play more and more as the corner opens out. It is completely exhilarating, feeling the car under such sustained and formidable load – something which you never get to experience on the public road, or at track days in the UK for that matter. The sensation is similar towards the end of the lap with the Stavelot 1 and 2 curves, the first flat and the second requiring just a dab of the brakes at very high speed before committing onto the correct line. Once you're there, it's another big stop into the new bus stop chicane, where it's easy to induce some oversteer both in the middle and on the exit, and then the run down to La Source, and the majestic view of Eau Rouge that heralds another lap.

After a short breather it's time to jump in the GT4. It's often the case that when a car looks right, it drives right, and the GT4

really does look right 'in the metal'. It still has the compact, cheeky dimensions of Porsche's small coupe, but with the added muscle and aggression of a GT department car. Visually, it just begs to be driven.

Once out on the circuit, although it fundamentally feels like a Cayman, the detail messages coming back to the driver are quite different. It's louder, more mechanical, more precise, and more stable under load. It feels stronger, more direct, as if the layers of slack and the slight 'give' engineered into every road car, even Porsches, have been delicately sanded away to reveal a carbon steel core of purposeful personality. Having a manual gearbox with which to work takes a momentary recalibration on my part after the S's PDK, but when the shift quality is this good it's far from a chore. As Ron will say later, "That car (GT4) brings the old school thrills back. It's not about how quick you go, it's about how much fun you have,

RSR Nurburg's GT3 brings with it a real taste of race car thrills. Experiences don't come much more vivid than this



“ It's completely exhilarating, feeling the car under such sustained and formidable load ”

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Cayman GT4 chased by 991 GT3 rounding La Source hairpin before the plunge down to Eau Rouge

and changing gear is part of the fun of driving. It's a real drivers' car".

Indeed, the GT4 is an absolute belter. It's one of those cars where the overall package is even more impressive than one single element. The extra shove of the engine elevates the performance onto another level, and the steering – for an electric assistance rack in particular – is beautifully weighted and so precise that your confidence soars within seconds. The overall balance is so friendly that there's no fear even when tackling Spa: only the encouragement to push harder still. But it's how all of these elements, and more, come together that marks the GT4 out as special. Even the long gear ratios, perhaps a hindrance on the road, seem to suit Spa's long expanses of track rather well, enabling third to be held at certain points without necessitating a brief blast in fourth before coming back down the 'box.

The GT4 forms a fast train behind a track prepared E92 M3 V8 running masses of camber and a roof-high rear wing, and it occurs to me as Roy keeps the advice and encouragement flowing that this might be

the ideal trackday toy: fast enough to present a challenge and see off plenty of other cars, but friendly enough that it allows the driver to relax slightly, concentrating instead on learning the lines and perfecting technique rather than staying constantly vigilant that the car may be about to do something nasty, or unexpected. The GT4 may be a baby croc with teeth, but it's still on your side. With its built-in adjustability I'm sure the GT4 can be tailored to be a bit friskier, but right now I simply don't want to stop lapping. Nevertheless, Eau Rouge still remains a brilliant corner trapped somewhere in the fogginess of my mind. There have been no anxious moments yet, but neither have I got close to really nailing it, either. Part of that is a lack of confidence to really commit that final 15%, but like I said, every time we run down the hill towards it there are certain sections of my synapses that are screaming abort, abort. This, inherently, is one of the challenges of driving Spa.

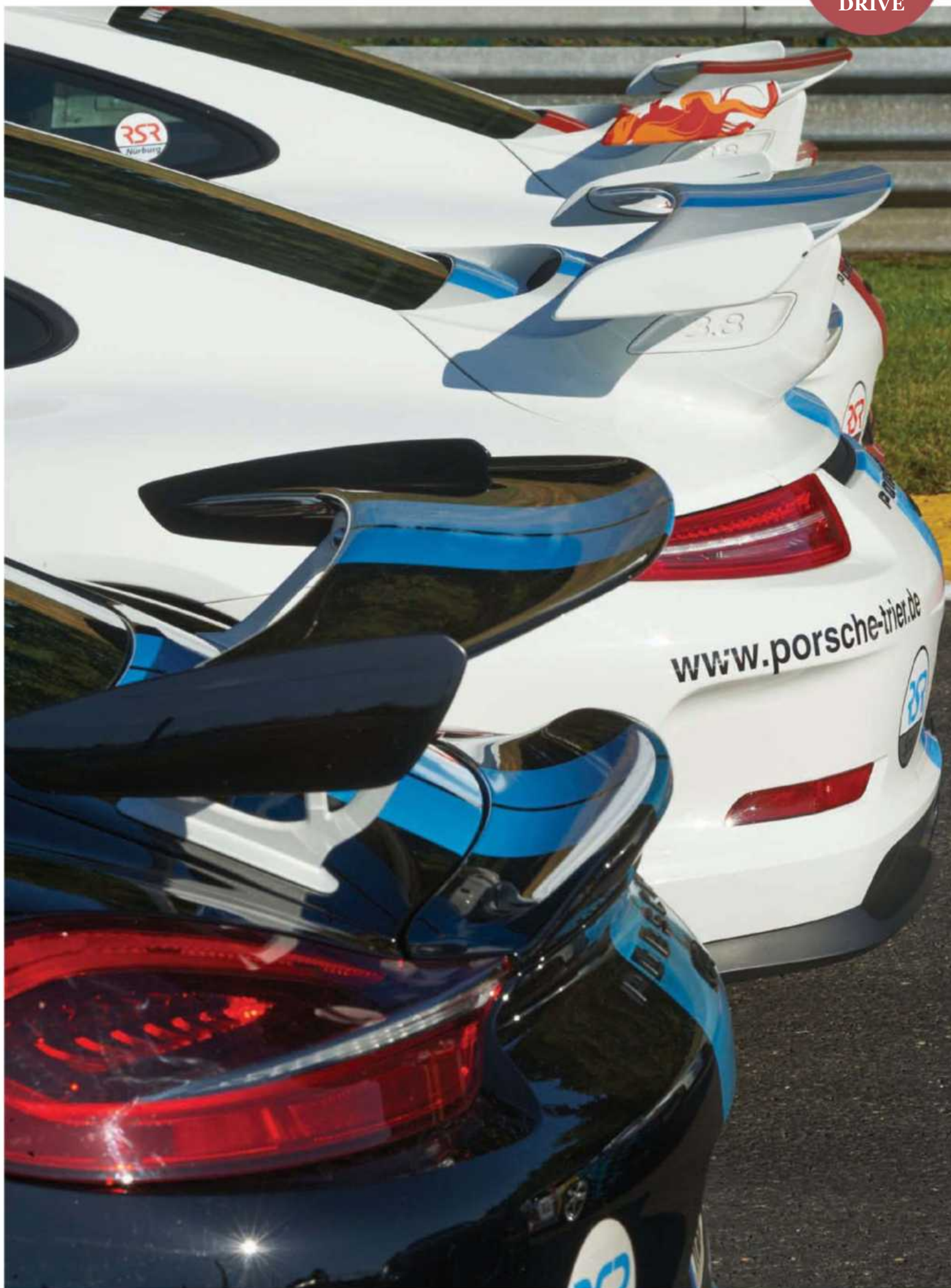
It's time to park up the little GT4, now gently ticking as the heat soak washes over it, and get reacquainted with its big brother.

It doesn't matter how many times you drive one, getting behind the wheel of a GT3 remains a deeply special experience, and never more so than at a circuit like this. Clearly, the GT3 is going to be hitting some very significant velocities at various points on the track.

At this point there's a significant part of my consciousness that would love to report how the GT4 remains at the centre of my affections. But I must be truthful. While the GT4 doesn't depart, it does have to at the very least make room for the big white car with the large rear wing and the loopy engine. It's obvious from the moment we exit the pitlane and the engine bites hard into Kemmel's gradient that this is going to be something special, and with one lap down to acclimatise myself to the car and warm through the fluids, the GT3 is absolutely flying. Even though I'm still reasonably tentative through Eau Rouge, we're just nudging 150mph as I brake hard – although still not quite as hard as perhaps I could – for Les Combes. Firing through the trees with the engine revving to 9000rpm in each gear, it feels fast – majorly

Ron Simons is the top man at RSR Nurburg. He's come some way since his days of running Alfa 75s at the 'Ring and a ride round Spa with Ron is an experience to remember. His enthusiasm is infectious







FAST, as in, try not to leave a fingernail indent in the wheel rim fast.

Thankfully, the powers of braking are immense, and I know there's even more I could get out of them with a little more courage. Yes, I do miss the manual gearbox, but with an engine like this the PDK is a very fine match, and for the inexperienced it does free the mind up to concentrate on everything else going on.

I can't quite bring myself to take Stavelot 1 flat out, but even so, the speeds are getting pretty serious indeed, and we settle into a nice rhythm with an Audi R8 GT up ahead. What I do notice is that, unlike the GT4, my brain is finding the GT3 experience more of a struggle, and after six high-speed laps I'm ready to come in and take stock. I want to sit down quietly and think through what I've done, where it could be improved. I need that moment to

mentally process what has just happened, and because of the intensity of the GT3 experience that's not something I feel like I can do while driving the car.

There's time for one more lap. Out of La Source I have the GT3 firing forward with 9000rpm in second gear, and then up into third with barely a jolt to register the next gear slotting home. That familiar snake of Tarmac looms in front and I screw up some courage to brake later deep into the 'left', and then turn in hard to take the apex on the right. Now the windscreen is almost all blue and I'm back hard on the power; "more throttle, more throttle" shouts Roy and the GT3 brays its head off as it goes slightly light on the crest, overhauling a Radical-type car on the outside as we take the slight right onto the straight. That was better: still plenty of room for improvement, but it felt better; more cohesive; faster,

even more exciting.

"At Spa, everything is in fast-forward" Ron will tell me later. "Your reactions need to work overtime". His business is booming, for as he remarks: "Cars are getting faster and the limits on the road are getting lower: to use any of the car's potential you need a track. Life is getting too safe. We need to do things that make us feel alive – that's why there's high demand".

I can categorically state that if you want to feel alive, then you should try lapping the Spa Francorchamps circuit. It is an essential experience for anyone who loves cars and driving, and when it comes to wheels of choice it doesn't get much better than the GT4 and GT3. The former has the involvement and a wonderful personality, the latter that engine and an integrity that's even better on the track than it is on the road. Both are brilliant cars. **PW**

You will never approach a 991 GT3's limits on the road. If you want to really push one, to feel it grip and move around, then the track is the place, and Spa the ultimate track and place



CONTACT

Many thanks to Ron Simons and the team at RSR Nurburg. For full details of forthcoming RS Nurburg events go to:

rsrnurburg.com

Many thanks also to Family Roxs for putting us up at the Romantik Hotel Le Val d'Ambleve, which is located within a mile or so of the Spa circuit.

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LITTLE RED BOOSTER

Not satisfied with a five-speed 930 Turbo – in gorgeous Guards Red, too – this Ninemeister tuned machine been tweaked to deliver 530bhp. A few feathers get ruffled...

Words: Johnny Tipler Photography: Antony Fraser

Too lazy to crow today? Not this little red rooster! The slightest nudge on the accelerator pedal and it's taking off for the horizon, wastegate flapping cockily and whistling gaily on the overrun at every gearchange. The horizon in question is the spectacular zig-zag chain of Snowdonian mountains, an hour or so west of Warrington-based Ninemeister where we've picked up the car from. They've been largely instrumental in lifting the power output from 300bhp at 5500rpm to 530bhp at similar revs and, to see if we can exploit that, we're bound for the string of Welsh backroads known as 'The Triangle' that connect the villages of Bylchau, Cerrygydrudion and Llanwrst to make those rear tyres squawk. And how they squawk!

But before we get into the roadgoing dynamics, let's check out the car's spec. The main interest lies in the engine room. Being a 1989 car, it's the final incarnation of the impact bumper 911 Turbo, sporting a (long overdue) five-speed gearbox, bought by current owner John Fraser, known as 'Fras', with just 4000 miles on the clock. Delighted with the car but disappointed with its performance, Fras delivered the car

to Ninemeister for Colin Belton to begin a long programme of upgrades which resulted in the car you now see. The first items on the shopping list were the exhaust system and turbo, recognised "bolt-ons" that significantly reduce turbo lag. Colin performed an autopsy on the turbo: 'We unexpectedly found a lightly damaged compressor wheel on the freshly-fitted K27, which we deduced was damaged by debris from the failure of the original turbo. It's likely that small fragments recirculated from the intercooler and back into the compressor. Since the turbo core was in perfect condition we ended up rebuilding, tweaking up the boost a little bit, and installing a set of 9m headers. That alone would have been good for 360hp. But, Fras asked, "What else could we do while we're in there?", so in went 964 cams, 1.0-bar boost, and an intercooler that had done time on a racecar. With a little porting and polishing work on the heads and intake, we ended up with about 430bhp.'

Although Fras ran the car in that specification for a long time, they weren't done with it yet – not by a long shot. Colin again: 'One day John asked us if we could put it on engine management because he

hated the fact that its economy was so inefficient, returning around 15mpg on a run. As a Motec dealer, the obvious solution was to fit one of their systems. The subsequent M48 conversion was successful; the engine made yet more power, but we were never completely happy with the results because the engine didn't run cleanly at very light throttle openings. In the end, we deduced that it was a combination of the low compression piston, single-plug head on a large cylinder with the (necessary) use of high flow rate injectors to support the top end power. The problem with any sequential injection system is that the fuel has to mix completely with all the air in the cylinder, but with the ultra-low stock compression pistons, we were not getting a very good atomisation of fuel within the air in the cylinder. We were getting stratification, where you get partial air and partial fuel within the combustion space so, as a result, every now and then it would misfire ever so slightly. Other than this, we had an engine which ran beautifully, made a solid 500bhp, but had this annoying surge – misfire – around 2000rpm. It was possible that the cause was air reversion from the 964 cam-exhaust-intake combination, but either way we could only mask the problem but not resolve it. It was most frustrating.'

But on the technical front, very little stands in Colin Belton's way, so a larger plan was hatched to deal with this trifling inconvenience. 'Fras and I felt that the engine would benefit from a freshen up

anyway, so a year or two after the initial Motec conversion, we stripped it down and rebuilt it as a 3.4 unit with 98mm pistons and cylinders. As well as a compression hike, we were working on new 9m billet cylinder heads for the 930 and earlier engines, so we seized the opportunity to use John's engine as the test bed for the new prototype 930 twin-plug head.'

What other engineering upgrades has Colin wrought? I peer in the engine bay and the first thing that leaps out at me is the massive, antediluvian racing intercooler, and then there's the incongruous air conditioning compressor, and a huge cone air filter emerging up from the turbocharger and back up again through the intercooler into the engine to dissipate some of the heat. The underside of the tea-tray rear wing has been cleverly re-arranged to accommodate the intercooler as well as the air con radiator. I spot the twin-spark ignition control boxes neatly attached to the rear bulkhead. The *piece de resistance* is a new ECU. 'Some while ago I bought a Life Racing ECU to run on my 993RS race engine, but circumstances changed, and I never got around to using it. Since the entry level Motec M48 was at its limits with the original engine, it was a shame not to invest the time to fit the Life ECU. The result? A cool 530bhp and 500lb ft. It's very quick. There's a little HKS boost controller on top of the centre console with a high and a low setting. It's fairly intuitive, but I suggest you leave it on the low setting for now.' I'm beginning to get the picture.





Ninemeister modded 930 Turbo makes short work of the Welsh landscape and wonderful driving roads. Looks fast and planted in this pic, which is because it jolly well is. Sits just right, too, on 18in Speedlines

It's only done 2000 or 3000 miles since the work was done, so everything is fresh. Colin is not only enthusiastic about Ninemeister's input, but generally upbeat about this particular manifestation of the 930. 'We thought our days of playing with 930 Turbos were done, especially when Turbos are changing hands for £140- to £150-grand, so although John Fraser has spent a few bob on this one over the years I think what we have now both achieved with the car is something that might never be repeated. To me this car is the quintessential Turbo, and it looks right. The tea-tray is perfect, the wheel fit in the arches is perfect, and even with the aftermarket 18in Speedlines it looks stunning.' Indeed, the split-rim Speedlines suit the late '80s image, and they're shod with Pirelli P-Zeros, 235/30 ZR18 on the back and P-Zero Rosso 225/40 ZR18s on the front. The big red calipers are off a 993RS, acting on cross-drilled ventilated 993 Turbo front discs with modified 993RS calipers on the rear. It's on Bilstein Race dampers, with stiffer torsion bars front and rear: 'The standard car comes with 19 on the front and 27 on the rear, and we've got 21s on the front and 29s in the rear,' Colin

says. Anti-roll bars are 22mm front and 20mm rear. 'There's a certain brutality to the two big tailpipes, which give it an individual touch, but for me, if it had a pair of Ruf style twin outlets on each side it would be slightly better, but other than that I wouldn't change a thing.' It's got a strut brace and an external ignition cut off in the front luggage compartment, and this means that the carpet doesn't quite fit properly, and where the chassis number lives now on the inside of the front right inner wing there's an instruction about adjusting the headlights,

reasonable driving position in the original seats, and an RS wheel to twirl and, of course, it's got the five-speed shift. In a low speed turning situation like a T-junction the steering is very heavy. It's a macho, manly sort of car, I think, not nimble and nifty. I spy humble pie. I motor gently out of Ninemeister's enclave and out onto the A56 towards the M56 in a North Wales trajectory. I floor it just as soon as I get on the motorway, the revs shoot straight round to 6000rpm, and it just rockets! Learned that lesson pretty quickly: gently bentley on

“ It's a macho, manly sort of car, I think, not nimble and nifty ”

and if my eyes are not deceiving me, this is chassis number KS000852, one of the last 930s ever made.

Indeed, but we need to make sure this cocksure cove is no turkey. Nothing unconventional about the Red Rooster's cockpit. My first impression is of a

the gas pedal in future.

Before long I'm through with that and striking south onto decent A-roads at St Asaph. On the winding B4501 south of Denbigh I discover Rooster has a different personality. Less Pro-Wrestling, more Strictly Ballroom; despite the heavy steering

Far right: Speedline wheels hide 'Big Red' four pot calipers. Interior features all the comforts of Porsche's top of the range, 1989 911 Turbo, which is to say, not a lot in modern terms, although there is the welcome option of air-conditioning



perceived earlier, the ride and handling on the back roads is actually not bad at all, and with all that power there's plenty of torque, and I can operate through 3rd, 4th and 5th gears on these back lanes quite comfortably. On these swooping rural rides I'm revelling in one of the most mad-cap thrashes ever, in a car that's over-powerful, working the gearbox enthusiastically and spooling up the turbo so it goes 'boom, boom, boom!' through each gear, wastegate shrilly whistling at every shift. Then there's a shower of fine rain and the road is soaking wet, so I'm driving with care and some trepidation as well. But it soon stops and a blast of sun quickly mops it up. On the now dry road it tramlines briefly, wanting to go its own way, and that's puzzling, but maybe down to a different road surface or for want of a new set of boots. It's a pretty amazing

backdrop up here. We head for our fave photoshoot road down by Llyn Brenig lake. The road plunges downhill, performing a difficult off-camber left-hand arc and a right, onto the lakeside stretch. That's thrilling to get right. I discover a new fluency on these dry, bendy, roads, and here, where I can exploit it, it is truly exciting. Any diffidence I felt earlier, in the wet, regarding the propensity for wheelspin-in-every-gear, has abated. I'm cock-a-hoop. Exuberance and exhilaration are the key words now.

After Pentrefoelas it's a succession of corners, no straight at all, just bend after bend and ups and downs, mostly flanked by dry stone walls and hedges. Even on a dry road, using the turbo to the full and going from 3rd to 4th, 4th to 5th, I'm getting wheel spin at each shift, just for the hell of it really, and to prove the point

that Colin made earlier, but it's simply neither practical nor necessary to use all the power that's available. So, although some aspects of the car are time-warp, like the image and the handling, it's the engine and the way it goes that's the great thing about it, and on most of these rural roads it flows beautifully through the curves. All too soon we're done with rustic and back on the grinding Mancunian dual-carriageway. Bent on beating the buses, I spur on the Booster, and again the revs soar from 3- to 6000rpm in an instant. Calm down...

Back at Ninemeister's expansive new premises, Colin reprises the Red Rooster's tech spec. 'The G50 gearbox is standard five-speed 930, it's got a lightweight competition clutch, the engine is a 3.4-litre flat-six with standard 74.4mm stroke and 98mm bore, Mahle pistons and

Massive race intercooler dominates the engine bay. Capacity is up to 3.4-litres and power an epic 530bhp, thanks to a hybrid turbo, Ninemeister billet heads and twin-plug ignition



“ You think 930, and you immediately think brute force, but this is something else ”





Nothing subtle about those massive twin tailpipes. Ninemeister 930 Turbo has the go to match the show, but it's the sheer driveability of this car that makes it different from most big power 930 Turbos

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barrels, Ninemeister billet heads, 964 cams with Motech conversion and twin-plug ignition.' He also waxes lyrical about the turbo. 'It's a K27/29 hybrid, which is built up with a K27-11 hot housing, which is the turbine side, the small hot housing part responsible for spooling it up so quickly. The larger hybrid turbo compressor has been back machined ever so slightly so it has less inertia and that not only allows the blower to spool up quickly, it also gives higher air flow for the power at the top end of the rev range. Aside from the engine, a 9m stainless steel exhaust, basically a straight backwards 3-into-2-into-1 header set, the large intercooler and a large 46mm wastegate is how to get the 930 from 300bhp to 530bhp.' That's Number Wang!

It may seem an innocuous component on such an extrovert machine, but the key to some of the refinements in the car's performance is the boost control, the HKS EVC4 (electronic valve control) unit. 'It's got something called fuzzy logic on board,' Colin reveals, 'which is basically a self-learning control system that monitors and optimises the boost level at all times. If the boost level spikes too much, it re-learns the shape of the graph and subsequently anticipates the boost to trim it quicker. The self-learning of a fixed boost mode works exceptionally well, so well that although our Life ECU is more than capable of doing the same, since it might take another month of development time to set up, we've drawn the line at where we are in order to have everything else working perfectly.' The ECU is the clever bit: 'It's got full wide band dual lambda fuel mixture correction, six-cylinder exhaust gas temperature monitoring, cylinder head, oil, intake, pre-intercooler and post-intercooler temperature monitoring, boost pressure monitoring, and more besides. With all running parameters

carefully mapped, the ECU will know immediately if anything is out of specification. So say an injector goes down and it runs lean on a cylinder, from its six exhaust gas temperature probes it will find out which cylinder it is, and basically shut the engine down before it has a chance to have a piston melt-down. Using modern technology to prevent issues with an engine is not new, but it is on a 930 engine. It's a fabulous set up which has taken the best part of six months of dyno and road development to get the system installed, working and fine-tuned.'

It makes the whole thing sound like a very sophisticated and subtle set-up altogether, rather at odds with how most of us might perceive the 911 Turbo. You think 930, and you immediately think brute force in its original format, but this is something else. The brutality of the traditional 930 power delivery, where you have to hit the throttle fully two seconds before you need it has gone, because it responds as soon as I squeeze the throttle, and as Colin says, 'a lot of that is down to the core mechanics of the engine – the fact that it's on higher 8.3 to 1 compression and running moderate boost of 0.8 to 1 bar. The higher comp ratio means it drives more like a normally aspirated engine when it's off-boost, and then as soon as it comes on-boost it adds that other dimension.'

'The beauty of it is that the car just takes it,' says Colin. 'You would think that 500bhp in a chassis designed in the '70s would tie the whole thing up in knots, and it doesn't. There's also that enticing Q-car aspect. Nobody would guess what lies under that engine lid; like my fellow fuellers in the service station who came over to chat, they would think, 'oh that's just a rather charming old 911,' but in actual fact it's faster than most modern cars. Cock-a-doodle-doo! **PW**



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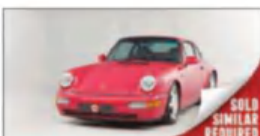
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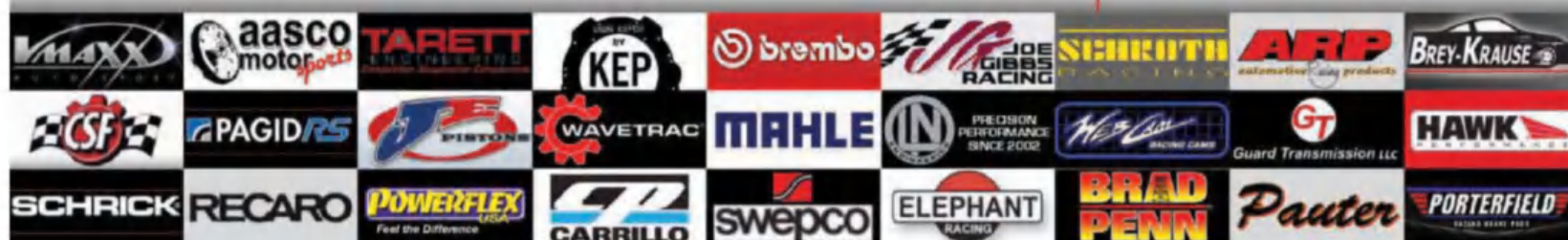
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AIR-COOLED AWAKENING

What happens when you take someone well and truly wired into Porsche's water-cooled catalogue and stick them into a trio of outstanding air-cooled cars? For Jeremy Laird, it was an air-cooled awakening.

Words: Jeremy Laird Photography: Michael Whitestone





This all started 18 months ago with a brief blat in the white 3.2 Carrera from Porsche GB's heritage fleet. It was my first taste of an air-cooled car and it left me intergalactically underwhelmed. Suddenly, everything I thought I knew about old 911s came crashing down.

For someone who fancied themselves as an air-cooled aficionado just waiting to come out of the closet, it was shocking. I like to think I'm a bit old school, you see. I prefer my cars with full-on, unfiltered feedback. Outright grip and epic speed? The stuff of press releases and forum fisticuffs. Flappy paddles, e-gas throttle

pedals and digital diffs? They make my teeth itch.

But the white 3.2 was crude, clunky and agricultural. The steering was vague, the engine neither sonorous of soundtrack nor sporting in power delivery and the gearbox was like stirring a long rod in a bag of old bolts. Awful.

Overall conclusion? My worthless 2.5-litre Boxster of the time sounded sweeter, steered better and probably even had the edge in a straight line. Fast forward a year or so later and that 2.5-litre Boxster had morphed into a 3.4-litre Cayman. My commitment to all things water-cooled was firm, even if the Croc wasn't quite the purist's delight I'd been expecting. Then



Above: Emerging from the air-cooled closet 911&PW new recruit, Jeremy Laird, getting to grips with a prime piece of Carrera 3.2 Porsche

something slightly wonderful happened.

In response to one of my characteristically throw-away comments in the Porsche section of a certain car-themed web forum came an extraordinary offer. Would I like to borrow a perfect low-miles 3.2 Carrera for a week to really get to grips with the thing? In almost any context, this would be enormously generous. But it came from somebody I'd never met in the real world and only knew by his cryptic forum handle. Could it actually be for real?

Wait, it gets better. The self same fellow also owned an even lower-miles 964 C2 manual and I could borrow that, too. It all sounds completely implausible. But it's also entirely true. A quick chat on the phone revealed a disarmingly straightforward air-cooled Porsche enthusiast keen to share his love of the cars in general and his own examples in particular. He'd seen what I had written about the Porsche GB car and wanted to give me the chance to experience a really good example. Wow.

One thing led to another and before I knew it I was driving other privately-owned Porsches, including the the staggering 1970 2.2S you can read about on p90. But let's not get ahead of ourselves. Instead, let's do a Dylan Thomas and begin at the beginning with this phenomenal 3.2 Carrera.

Right from the get go, the 3.2 delivers sensory overload. That's true even before you drive it. This example is a true timewarper on 60-something thousand miles and simply sharing physical space with it is special. Black-on-black, sports seats and no rear spoiler, '80s Porsches surely come no cooler. It's fabulously frosty.

Then you hop in and the brain dump of

data really begins. Merely guiding this 3.2 out of the garage is fascinating. It's so much tighter, so much more precise than Porsche GB's 3.2. Where that felt fit for the farmyard, this one feels manly and fit, full stop. That includes a gear lever hooked up to a G50 transmission via a factory short shifter in this black beauty. The Porsche GB 3.2 runs a 915 box. Make

DRIVING A 964 C2

Purely as a physical proposition, the 964 is probably my favourite Porsche. It's the combination of classic proportions and more modern detailing that really gets me. It's the kind of car I could easily imagine Porsche cranking out today as a modern classic, a bit like Rolex has been making pretty much the same watches in pretty much the same Oyster case for decades. They got it right. So why change it?

Anyway, I was super excited to get behind the wheel of this ridiculously pristine C2. With less than 30,000 miles on the clock, it's beyond exceptional. It's also comically awful to drive for the first few yards.

Coming out of the He-Man 3.2, the 964 is preposterously over assisted, hilariously soft and seriously sanitised. No wonder it had the purists coughing up their real ales at launch back in 1989. It's the comedy body control from the boulevard-spec chassis setup that's most surprising. It feels like Porsche aimed at the BMW E34 5 Series,

overshot and hit the Lexus LS400.

At least, that was my first impression. Then that re-calibration thing kicks in and faster than you would ever think possible, you begin to hone in on the 964's lighter control weights and more nuanced feedback. It's a real softy in standard factory spec, no question. But deep down, you can still sense the increased precision, the undeniable uptick in mechanical sophistication over the 3.2. The older car's agricultural edge is gone and for me that's a good thing.

Compared to a modern like my Cayman, the gap is smaller than it is between the 3.2 and anything Porsche has produced recently. But the 964 still has so much to teach the moderns about transparency and honest feedback. The brake pedal's firmness and feel is in a completely different post code to my Cayman, for instance. If I had a 964, I'd tie the chassis down a bit. Or maybe a lot. But once I'd worked that out, I have a sneaking suspicion the end result might just be my perfect Porsche.

The Carrera 3.2 proves to be an excellent example of the breed. The 964 is too, but first impressions are dramatically different from the earlier car



of that what you will.

The engine is much better than I remembered from the other 3.2, too. It's still raw, an unforgiving assault on your eardrums. There's fizz and grit throughout the rev range compared to a water-cooled flat-six. But there's also an underlying smoothness to the way it spins. No doubt you can thank the inherent balance of the flat-six arrangement for that. Whatever, this 3.2 really revs out. There's plenty of performance.

Then there's the weird but wonderful floor-hinged brake pedal. Lordy, I love

that brake pedal. There's a little dead travel at the top. But when it bites it's firm and full of feel. Actually, that doesn't do it justice. There's so much feedback, it's like you're grinding the speed off with your very foot. The increased pedal effort compared to newer Porsches only adds to that impression.

Why anyone would want it any other way, I have no idea. Likewise, how people don't gag on the craptastic Audi-style brake pedal and excessive servo assist in the latest 981 and 991 models is a mystery. As for the mushy mediocrity that

“ Then there's the weird but wonderful floor-hinged brake pedal. Lordy I love that pedal ”



is the brake pedal in my own 987, let's not go there.

If all that sounds like the 3.2 was an instant hit, hang on. There's no denying this '80s masterpiece was also a major culture shock for someone accustomed to the water-cooled cars. The steering weight is brutal at parking speeds, the gearbox

is that you can't just jump into these things and ping them off the limiter like the latest cars. They take learning.

Normally, I'd say that's a good thing. One of my biggest complaints with modern cars is that they are far too easy to drive and give up what little character they have too willingly. But as I got to

pedal weight shifts dramatically over its travel isn't my bag. This particular car also has big-arse nine-inch factory rims on the rear with surprisingly large tyres and I reckon that makes the chassis feel a bit dull, too. It has loads of grip, but isn't exactly gagging to turn.

Then there's the gearbox. That bloody gearbox. For the first few days, I thought it was simply substandard, that the problem was the gearbox rather than me. I was trying to slot in heel-and-toe downshifts as you would in a modern. In other words, slap 'em through clutch-shift-blip in an instant and under the assumption that you'll easily grab the next gear in time for the throttle blip.

But the G50 box simply doesn't do it like that, especially not when you're dropping from third gear to second. I was rushing that shift, blipping the throttle too soon and having to take another crack at it. My flow and general down-the-road

What a lovely example of the Carrera 3.2 line. Late model, with a G50 'box, no rear wing and fat Fuchs. Oh, and in black, too, which is always a winner

“ Then there's the gearbox. That bloody gearbox ”

does things in its own time, even in G50 spec. This thing is physical.

But it was on the drive home from just north of London to Bath that the roller coaster ride with the 3.2 really began. The first thing you learn as an air-cooled noob'

know the 3.2, I began to suspect there were aspects of it I didn't particularly want to master.

For starters, I wasn't totally crazy about the action of the floor-hinged clutch pedal. The bite is nicely defined, but the way the



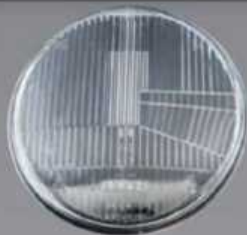
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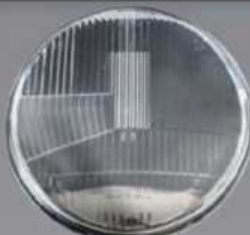


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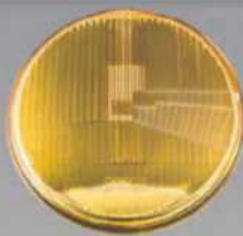
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The difference between old and new? It's the sheer weight of the thing. Not the physical weight, but the weight of the controls: steering, gearshift, clutch etc. All that gives the Carrera 3.2 real substance and a certain driving satisfaction

mojo deserted me and I didn't like it. At that stage I thought I could probably learn to live with the gearbox, but it would never be an actual upside to the driving experience.

Then on day three the penny finally dropped. I realised you need to be much more deliberate. Don't rush that third-to-second shift. Guide the gear lever firmly but deliberately. Only once the lever is home should you go for the rev match and clutch release. This is surely not news to old air-cooled hands, but it was a learning curve for me. It taught me to break the gearshift down into its constituent parts. I suspect my driving in any manual car will be permanently the better for it.

Once I got my head around that, everything else fell into place. My all-round timing and flow improved. That's how critical it is for me to feel on top of my downshifts. Odd but true, mastering that third to second shift made all the difference.

Of course, you still can't drive this car like a modern. You have to plan for corners, set it up properly. You can't just wing it like you can in a current Porsche and expect the inherent balance and the electronic aids to come to the rescue if you cock it up.

But you absolutely can hustle a 3.2 down a great road. When you do, it's so physical and so involving, it makes you feel like an

absolute hero. Even the reluctant front end and heavy low-speed helm become plus points. They mean you really muscle the 3.2 through tight bends. It's driving involvement on a whole different level.

In the end, three things separate this car from later water-cooled Porsche like my own Cayman. First is the heft of the control

weights. Then there's the fact that your inputs are so central to how it moves down the road. Finally, it doesn't give up all its secrets in seconds like a modern.

That latter point is all important. My day job as a technology and car journalist sees me driving a huge range of cars week to week and month to month. I probably

DRIVING A 911 2.2S

Never meet your heroes. That's what they say. But sod that, I wasn't going to turn down a drive in this glorious 1970 2.2S. Anyway, I've never been bothered about outright performance. A few hundred horsepower of high-rev zing in a puny package is plenty, thanks. On paper, the 2.2S has me utterly beguiled.

For starters, the engine case is magnesium, as are the monobloc front brake calipers. More specifically, the engine's good for over 180hp and thus not far off 100hp per litre. It also revs to 7000rpm. And all this in 1970. Seriously?

Bottom line, this is a painfully pretty and completely coherent slice of industrial design. It's also absolutely tiny. What's really striking is how much smaller it feels from behind the wheel than even the 3.2 Carrera and the 964. Given that the cabin architecture is identical across all three, that makes no sense. But it's still absolutely true.

Then there's the drive. Depending on your frame of reference, you could very easily

pedal this 2.2S and wonder what all the fuss is about. A 2.7-litre 986 Boxster would spank it in a straight line and sound sweeter in the process.

But here's the thing. It takes all of about a hundred yards in this perfect 2.2S to realise that it makes moderns seem a bit silly. It's just so compliant. If that's a familiar refrain with older cars, what you don't expect is that there's no flip side. It isn't baggy or clumsy. Instead it flows down the road with deft composure. In that regard, it doesn't feel old. It feels like the future.

The unassisted steering is infinitely lighter than the manly 3.2 Carrera, too, thanks to those pencil-thin 185-section boots. Another surprise is the raw character of the engine. I was expecting something musical. The reality is much more aggressive. It's an angry little engine and the way it flings the rev counter round to 7000rpm is absolutely central to the character of the car. It's not fast by modern standards, but it doesn't remotely matter. I met a 2.2S and I didn't just like it. I loved it.

Fat Fuchs really suit the Carrera 3.2, but perhaps give it too much outright grip. Right: The 2.2S is deftly composed and features a real screamer of an engine, with 180bhp being generated from 2.2-litres



“ You can't drive this car like a modern. You have to plan for corners, set it up properly ”





shouldn't say this, but normally I have a pretty decent idea what I think about a new car inside five minutes. From there, it's a question of fleshing out the details. Rarely if ever do I need to dramatically revise my initial impression.

Not with this 3.2 Carrera. If you'd asked

Of course, the other really interesting aspect of driving a car like this for the better part of a week is the sheer scale of perspective it provides. By the time I got back into the Croc, it was almost like driving it for the first time. I'd always known the brake pedal in the 987 was a mushy mess.

“ Suddenly the 987's variable rack was all too obvious ”

me what I thought on day two I'd have told you it was bursting with character, the kind of car that made you feel like a superstar burbling through town on a summer's evening. But it wasn't actually all that great a driver's car. 24 hours later, it was obvious I was completely wrong.

But the steering was a big surprise. Suddenly, the 987's variable ratio rack was all too obvious. I hadn't really picked up on it before. But after the gimmick-free helm on the 3.2, the way the 987's steering response rate accelerates as you add lock is pretty naff.

As a purist's driving tool, then, the Cayman falls short. But here's the thing. Just as I had to re-calibrate to the 3.2 earlier in the week, the Croc came back to me on the way home. On 17-inch wheels it flows down a good B road pretty bloody beautifully. There's real feel in the hydraulic steering rack, too, and the fakery of the variable ratio fades with a few miles.

Likewise, the slightly gruff soundtrack in an early 3.4 Cayman has quite a bit in common with the grunty 3.2. There's also shared DNA in the sense of robustness and engineering integrity. A 987 with a fixed roof feels seriously stiff. In terms of the actual driving experience, knowledge of the Cayman's engine weaknesses does nothing to dilute that. It's a very nice car.

What it ain't, however, is an air-cooled 911. And what I can't do is wind back the clock.

I've tasted an air-cooled car and I'll be coming back for more. **PW**

Jeremy's Cayman 3.4S meets Carrera 3.2. You can't turn the clock back, and a modern Porsche is never going to be comparable with something so resolutely old school, but the connection is there



Far left: The Carrera 3.2's compact interior is perfect in black and features Porsche's deep bolstered 'Sport' seats of the era. Note original radio cassette for full '80s vibe. Left: It's an engine, but not in the modern sense. Air-cooling fan dominates visually and viscerally

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FOUR PLAY

It's 50 years since Porsche launched the four-cylinder 912, so we thought it was time to look back at the early history of Porsche's 'baby 911'. Today, as rumours abound that a downsized 911, or Boxster perhaps, might soon be launched, we discover that Porsche's original entry-level coupé outsold its big brother almost three-to-one in its first full year of production. Maybe it's time for a new 912...

Words: Keith Seume **Photos:** Porsche Archiv

The question of how to tempt new customers into Porsche ownership has always been problematic. On the one hand you're trying to uphold the reputation of the company as a purveyor of high-quality, high-performance sports cars, while on the other you're anxious not to alienate those potential customers whose budgets won't stretch to a new 911.

Back in the 1950s, this was a problem which faced Porsche in the USA. Imported sports cars were seen as being too expensive and it took all the efforts of US importer Max Hoffman to persuade the German manufacturer to build a 'budget' 356 roadster – and so the legendary Speedster was born.

When work began on a six-cylinder

replacement for the 356, consideration was given at an early stage to building a budget-friendly four-cylinder version. The original plan was to develop an entirely new six-cylinder engine which could also be produced as a four-cylinder unit.

This could be achieved by the simple expedient of doing away with two cylinders and their corresponding cylinder heads, and basing the engine around a shortened version of the six's crankcase.

Known as the Type 745, the prototype engine was an unusual design, with two camshafts, one above, one below the crankshaft, operating the inlet and exhaust valves, respectively, via pushrods. Cooling was by a pair of axial fans mounted above each bank of cylinders. But the design was flawed from the start, suffering cooling

problems and producing insufficient power.

Another 'six-into-four' design was drawn up, this one being known as the Type 801, with the six referred to as the Type 802. But, according to Karl Ludvigsen, Ferry Porsche brought further development of this design to a premature end by voicing his opinion that a four-cylinder engine would not be adequate for the proposed new Porsche sports car.

It's a shame the Type 801 was killed off so soon because, on paper, it sounded like an interesting design, with a capacity of between 1.6- and 1.8-litres, and induction courtesy of a fuel-injection system.

But despite what 'the boss' might have personally believed, there were others at Porsche – primarily those in the sales department – who saw merit in the idea of a

Above: Production model 912 with optional chrome wheels is virtually indistinguishable from the 911 from most angles



budget version of the new design. With development of what was referred to as the '901' well under way, once again the idea of building a four-cylinder version was mooted, this being known internally as the '902'. (Note that although the '901' designation was initially used publicly by Porsche, '902' was never used outside the factory.)

This time around, rather than use a downsized version of the new six-cylinder engine, consideration was given to reusing the 1600cc unit from the SC version of the 356, the model which the 901 (later, 911) was intended to replace.

One could understand if the engineers thought this might be some 'easy route' compared to building an all-new engine, but it made sound commercial sense. After all,

the 356's SC unit was well tried and tested, and development costs would amount to a big fat 'zero', or near enough. As this was to be Porsche's new budget model, the figures made a lot of sense.

The engine wasn't exactly the same as that of the 356 SC, though. Called the Type 616/36, it was still 1582cc in capacity (with a bore and stroke of 82.5mm x 74mm) but ran a slightly lower compression ratio of 9.3:1. The cam timing was also slightly different, as was the design of the valves and rocker arms.

The overall result was an engine which was slightly freer revving than its predecessors and happy to be taken to 6000rpm, and beyond. Although the 616/36 engine produced less horsepower than the

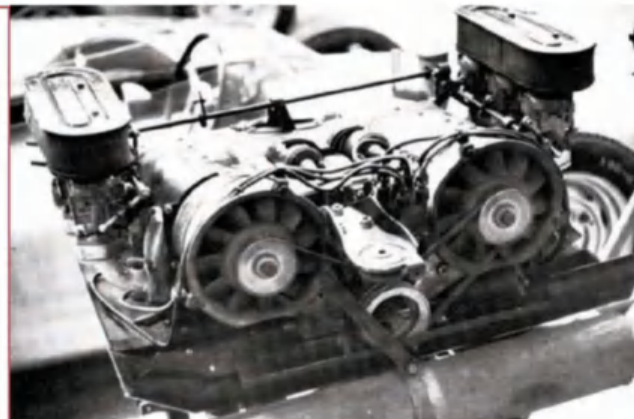
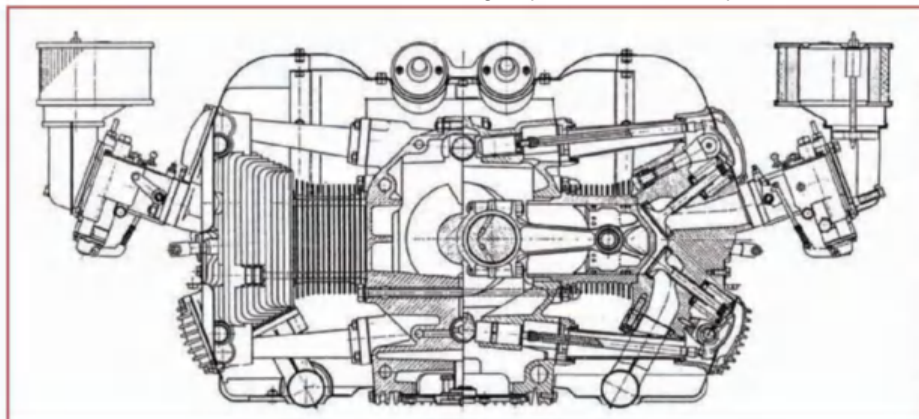
SC (its 90bhp output was roughly 5bhp down), it produced maximum torque at a more driver-friendly 3500rpm, as opposed to the SC's 4200rpm.

The engine was further civilised by the adoption of large cylindrical air-cleaners, which not only improved airflow into the carburettors, but also acted as silencers to reduce induction noise. Carburation was courtesy of dual Solex 40-P11 twin-choke carburettors, as per the SC.

The transmission was essentially the same as that used in the 911 (and, incidentally, the 904), and was available as a four- or five-speed unit, referred to as the 902/0 and 902/1, respectively. The final drive ratio was the same as that used in the five-speed 901 gearbox, as were the

Above: The 912 Targa takes pride of place on the Porsche stand at the 1965 Frankfurt motor show

One of the earliest proposals for a suitable powerplant for the budget Porsche was a four-cylinder version of the Type 745 'six' shown here. It featured dual camshafts, mounted above and below the crankshaft





top (fourth or fifth, according to transmission) and first-gear ratios. Only the ratios of the intermediate gears differed.

At just 286lbs, the four-cylinder engine was considerably lighter than the new six-cylinder unit destined for the 911. On average, these weighed a little over 400lbs, added to which was the extra weight of the external oil tank required by the dry-sumped 901 engine. Overall, the four-cylinder model weighed some 220lbs less than the six, yet, tellingly, some 135lbs more than the then-current 356, the 'C'.

The 912 was intended to be a direct replacement for the 356, and that meant that particular emphasis had to be put on cost-cutting in certain areas. The 911 was an expensive car to produce compared to its forebear, so to keep the 912's build costs in check, certain cost-cutting measures were taken. The most noticeable change was the loss of two auxiliary instruments (including the clock), giving rise to the so-called 'three-dial dashboard' that was a feature of the early 912s.

There was a distinct lack of wood in the 912's cabin compared to the 911, the latter's wood-rimmed steering wheel making way for a plastic-rimmed equivalent (the 911's 'butterfly' horn-ring was also

replaced by a simple horn push). In addition, the lower part of the dashboard also lost its wood-veneer in favour of simple brushed-aluminium trim.

Externally, the two models were virtually identical. The main giveaway was the '912' badging on the engine lid, while painted steel wheels were generally fitted instead of the chrome-plated versions more commonly used on the 911 prior to the advent of the forged Fuchs alloys.

The biggest giveaway, of course, was the engine note. There was no getting away from the fact that the 912 was powered by the old pushrod four-cylinder engine championed by the 356. The new 'six' had such a distinctive sound (largely generated by the cooling fan and induction roar from the triple-choke carburettors) that it was difficult not to feel the 912 sounded a little underpowered. But sounds can be deceptive.

The new model was not announced to the public until its launch in April 1965 – there were no pre-launch 'hints' at what was to come, no wallet-teasing pre-publicity – some seven months after the public unveiling of the 911.

Reaction to the new arrival was generally very favourable – after all, the

911 had been criticised by some for its high price, but the 912 was over 20 per cent cheaper on the domestic market.

In the UK, the 912 was some 30 per cent cheaper at £2466 compared to the £3488 price tag of the 911. In fact, so popular was the 912 that it initially outsold its six-cylinder sibling by a considerable margin (no less than 188 per cent!). In 1965, 6401 examples of the 912 were sold, compared to just 3390 of the 911.

The press was impressed by the 912. The car was praised almost universally for its handling – the lower weight of the engine, and the loss of the 911's oil tank, meant that the front/rear weight distribution was 44/56 per cent for the 912, compared to 41/59 per cent for the 911.

Respected journalist Bernhard Cahier was among the first to comment on the 912's handling: 'The handling of the Porsche 912 was obviously closely related to that of the 911, but with a certain difference mainly due to the difference in weight between the two cars. With the 912 we found the same basically neutral steering behaviour. However, that oversteering, which could appear under extreme conditions in the 911, was not noticeable in the 912 which, in fact,

Above left: The 912 was the successor to the 356C and shared its engine, with just minor changes

Above: Butzi Porsche with the 902 pre-production model. It would be rebranded '912' ahead of sale



Far left: 912s shared space with 911s at Zuffenhausen before production was moved to Karmann at Osnabrück due to a lack of capacity

Left: In Porsche's mind, there was no doubt the 912 was as much a sports car as the more powerful 911

appeared even to be understeering on roads with fast bends.'

Car and Driver magazine shared Cahier's enthusiasm for the 912's handling: 'In their Teutonic zeal to eliminate the full-opposite-lock oversteer that plagued the early 356s, Porsche's engineers have outdone themselves. The 912 understeers as if the engine was up front. The handling is quite safe and hardly bound to surprise anyone accustomed to front-engined cars, except by the tenacity of its grip on the road, which, like the 911's, is formidable.'

Rival magazine *Road & Track* was even more effusive about the 912: 'Early 356 models were noted for their violent oversteer, as everyone must know. Refinements, including a compensator spring, brought this trait within bounds that could be handled by a reasonably good driver. Now, though, oversteer is a thing of the past, and one no longer need be an expert of any kind to keep from losing it – even in the wet.'

'The 912 is a car that is very responsive to small steering inputs, just like most rear-heavy cars, but not at all likely to wag its tail in vigorous cornering. Fact is, it's almost impossible to trip up the 912 on a winding mountain road.'

'Both ends grip tenaciously, and about the only way to break the car loose is the same technique applied to front-heavy



handling that the new 912 shows the greatest advance over its predecessor. Tyres are German Dunlop high-speed SPs with radial plies, and they help the new suspension provide an amazing amount of cornering power.

But the 912 did come in for criticism in other areas, notably refinement. *Autocar* again: 'It is in the noise level that the test car was a disappointment. Even with all the windows closed the hammering of the flat-four intrudes and is tiresome on a motorway journey.'

'There are extractors above the rear window (which has its own hot air demisters) so one can drive without wind noise and drafts. After the test, we tried a car with modified engine mountings, and found it much better.'

The smaller engine's lack of flexibility compared to that of the 911's 'six' made its presence felt, according to *Road & Track*, in urban situations: 'This isn't a car in which one can amble around town in high gear with abandon. It's necessary to make full use of the five gears (note that most road test cars were equipped with the optional five-speed transmission – KS) and there seem to always be more wrong gears than right ones for such use.'

Above: The 912 engine (Type 616/36) had a displacement of 1582cc and produced 90bhp – 5bhp less than the 356 SC the model was destined to replace. Large cylindrical air filters reduced induction noise and improved airflow into Solex 40-P11 carburetors

“ It is in its handling that the new 912 shows the greatest advance over its predecessor... ”

cars: brake in the middle of a tight turn. If there were more power, one could probably steer with the throttle; however, the 1600cc "four" just doesn't have that kind of kick.'

Over in the UK, the popular weekly *Autocar* magazine was the first to get behind the wheel of the 912. Was it impressed? Judge for yourself: 'It is in its

'Driving fast to explore the adhesion on a very wet test track, we found the car hung on to the chosen line through the bends beyond all reasonable limits almost regardless of speed until finally the tail swung out gently and progressively, and then came straight back again immediately correction was applied.' Praise indeed.

Below left: Thora Gutmann, a secretary working in the press department, poses with a 902 – the pre-production 912

Below: Artwork for the 912 brochure was as racey as any produced for the 911





'Don't get us wrong, though: the five gears are well chosen and perfectly spaced, and, once the driver is really acquainted with the car, he'll know which one to pick.'

The 'dog-leg' first gear on the five-speed 901 transmission did catch out a few people. The factory would tell you that this is the way 'real' sports cars were built, with first gear only used to get the car rolling, so

it didn't matter if it was the least accessible of all ratios. Real-life driving was, of course, another matter as *Autocar* suggested: 'Lever movement in the upper four ratios is precise enough for a rear-engined car, but the far left gate (which also contains reverse) is a bit sticky and vague, and we found it possible to hit first when attempting to shift from second to third in a moment of over-enthusiasm...'

Of course, this wasn't such a problem in a left-hand drive example, although the problem there was that some reports hinted at the possibility of shifting from first to fourth, or snagging reverse (presumably with an embarrassing 'crunch'...).

As far as performance went, it's important to bear in mind that the 912 was not only seen as the replacement for the ageing 356, but also as a stablemate to the 911. On the one hand, it was generally seen as being dynamically superior to the outgoing model, and on the other you might expect the 912 to have been regarded as a bit of a slow-coach compared to its 'big brother'. But was it?

In fact, just the opposite was true. Only rarely – if at all – did anyone comment on the 912's lack of performance. *Autocar* was impressed, recording a top speed of 119mph and a zero-to-sixty time of 11.6 seconds. Identical figures, in fact, to *Road & Track*. *Autocar* was enthusiastic about the performance, noting that it was on par with far more expensive rivals, such as the Mercedes 230SL, which cost £800 more than the 912.

But *Car and Driver* was a little less enthusiastic, suggesting that relatively mundane sports cars, such as the MGB and Triumph TR4, were quicker than the 912 in a straight line.

The 356 continued to be sold alongside the 911 and 912 until 1965, the majority of the final run being sold in the USA. The 912 was launched onto the North American market in July 1965 at a press briefing in California, and went on sale that September – although it intrigued with its design, the biggest concern was the price.

At its introduction, the 911 was criticised for being too expensive, costing \$6490 compared to the \$4577 of the 356 SC. The 912 was priced at \$4690, just a little more than the 356, but considerably less than the 911. However, the price still made some people grimace, especially those who were expecting the new model to be a true 'budget' sports car.

Car and Driver, though, came to the rescue: 'What does it have to offer?' was the question posed by the editorial team,

Above left: Early pre-production 'painted dashboard' 912, with its three-dial instrument cluster and radio delete, was the height of austerity, at least in Porsche terms

Above: Fitted luggage was one way to increase the 912's storage space

“ The 912 was launched onto the North American market in July 1965, and went on sale that September... ”



Left: Although unspoken, it was clear that the 912 took the place of the 'Damen' 356 models, their softer specification hopefully appealing to the female market



Targa Flares, historic long-distance race through the mountains of Sicily. Sunny Sicily is sunny, the warm breeze, the blue sea... and open car driving.

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A retractable roof, available in mounting brackets, converts the car into a hardtop, and with step-in-recessed area fasteners attached to the roll bar and windshield the conversion is completed without effort. The wide-view rear window offers excellent rear vision, an advantage unusual in conventional hardtops.

The soft top version is very convenient on long trips. The top may stay rolled up in the car when the sun is shining and, for weather protection, roll into one easy motion to put up between the roll bar and windshield.

With the rear window closed and the top down, you get the sensation of driving under a glass-see sunroof. Or, with the top up and the rear window rolled open, you enjoy the protection of the grille and the benefit of the breeze, a way of driving you will appreciate in tropical climates.



targa



rhetorically. 'Just what Porsches have always offered,' came the answer. 'Quality. Comfort. Engineering. Workmanship. Status. Mystique. Pride of ownership. And the rare pleasure of driving a thoroughbred *Gran Turismo*.'

The 912 benefited from a few minor changes to its specification during its first year of production, but the big news for 1966 was the arrival of the new Targa model. We covered the history of the Porsche Targa range in our July 2015 issue, but to briefly recap, the new body design, with its unique lift-off roof panel, was announced in September 1965, but not offered for sale until a year later.

The Targa took the place of a full convertible in the Porsche line-up – the cabriolet and roadsters produced by Porsche only accounted for just over 16 per cent of the sales in the 356's final years, but they were seen as being an important string to the company's bow.

The problem was that the new bodyshell didn't lend itself so well to having the roof chopped off, so the Targa, with its integral roll-over hoop, proved the perfect compromise, even though Butzi Porsche, the man credited with styling the 911, was less keen on the idea.

Available in both 911 and 912 specifications, the Targa was an instant hit,

despite the model falling from favour later in its life. Initially, just seven Targas were built a day, increasing to ten, but even this was barely enough to keep up with the demand on the German market.

As far as the 912 was concerned, the Targa, with its 'soft-window' design (early models came with a zipped-in plastic rear window), was not quite what one would consider as the ideal Porsche. The Targa's extra weight – some 40+kg – did little to help the lower-powered 912's performance.

Another problem was that the Targa roof suffered from greater wind noise than the coupé, which when combined with the noisier four-cylinder engine, meant that the 912 Targa was not the most relaxing of cars to drive over a long distance.

The alternative for those wanting a more airy cabin on a hot summer's day was the sunroof option – both 911s and 912s were available with a sophisticated electrically-operated sunroof, which incorporated a neat wind deflector to reduce buffeting.

Sales of the 912 – and the Targa – remained strong. In 1966, which marked the first full year of production for the 911 and 912, sales were up by some 14 per cent over the previous year at 12,820 cars. Of these, an impressive 9090 were 912s! Half of the total sales were in North America, while 25 per cent were sold on

the domestic market. Porsche's bean counters sat with smiles on their faces.

21st December, 1966, marked a significant milestone in the company's history, for it was the date that the 100,000th Porsche was produced. What makes this particular milestone even more interesting is that the 100,000th car was a Porsche 912 Targa, which was destined for use by the Baden-Württemberg police.

Painted white, and equipped with a rear facing loudspeaker, flashing emergency lights and bold 'Polizei' markings front and rear, the Targa was the first of many such models used by both the German and Dutch police over the next two decades.

Phased out in 1969, the 912 was referred to as 'the bread and butter Porsche' by *Auto Motor und Sport* magazine, and 'a 911 we can all afford to buy' by *Car and Driver*. Initially built at Zuffenhausen alongside the 911, and then at Karmann's works in Osnabrück, the 912 tended to fall out of favour in some markets, being regarded by some as the Porsche for those who wanted a 911 but couldn't afford one.

But in the USA it has always had a strong following and, now that values of early 911s have gone through the roof, the 912 is finally getting the attention it deserves in Europe. About time, if you ask us... **PW**

Above left: the 100,000th Porsche produced was a 912 Targa, destined for use by the police

Above: The Targa was marketed as a dual-purpose car, which could be as snug as a coupé or as open as a full convertible. Soft rear window was replaced in January 1968 by rigid glass



Far left: America was the main market for the entire 911 and 912 range, the USA accounting for half the sales in the first couple of years. The 912 was especially popular in the US

Left: Only the discreet badging (and the exhaust note) gave the game away that this was not a six-cylinder 911



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TECH SECTION

PRACTICAL
PORSCHE

Welcome to the grubby end of the magazine, where the glossy features give way to the oily bits. Too often ignored, this is the beating heart of Porschedom, where we strip, mend and modify our machines and yours

QUICK GUIDE

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HOW TO: 98

Brake pads? Now there's a job that's easy to do yourself. We show you how with the help of a 997 and a straightforward, step-by-step guide



SPECIALIST: 104

Dropping in on West Brom based Ramus Porscha, where Porsches old and new are cared for, and the bodyshop is straightening out a few errors of judgement. Oops!



OUR CARS: 110

More adventures from the 911&PW fleet. It's all about suspension this month. Bennett gathers parts for his 996. Tipler goes for H&R springs and roll bars, while Brett fits Eibach springs to his Boxster and brother Antony has his GT3 wheels refurbed



Q&A: 125



CLASSIFIEDS
The place to buy and sell
Porsches and accessories
P133

You ask, we answer; well, our tech guru, Chris Horton does, together with his crack squad of Porsche experts. This month we tackle a 912 speedo cable, dash camera fitting and the trials of removing a 944 water pump

BUYERS' GUIDE: 134

The original and the best? Could be, but one thing is for sure, the 356 was where it all started for our favourite rear-engined sports car. Here's how to buy one and what to look for



TRIED & TESTED: 139

Getting out there and kicking the tyres! This month our man Horton checks out a Carrera 3.2 at Maundrell and a 993 Targa at Northway



DETAILING: 131

The ultimate paintwork protection for your new Porsche. We look at ceramic coatings and the ultimate in protection – transparent protection film



BRAKING WITH TRADITION

Despite the cars' famously high performance, modern Porsche brakes are about as uncomplicated as they come, making routine pad and even disc changes refreshingly quick and easy. Satisfyingly cost-effective, too, if you do the work yourself. But there is almost invariably something that adds a little bit of value and even 'excitement' to the job – which in the case of this 997-model Carrera 2 was the fabrication and fitting of two new rigid hydraulic pipes for the front calipers

Story and photographs by Chris Horton



Porsche, as you might expect of a manufacturer that has long been globally pre-eminent in motorsport, routinely equips its cars with brakes that are not only suitably powerful but also remarkably easy to service. After all, the last thing you need between your practice session and the race itself is to waste precious hours, or even just minutes, fiddling about with the weird and wonderful friction-pad retaining devices that some other car makers have come up with over the years.

What that means to you, as the owner and driver of a typical modern road-going Porsche – and the system shown here is broadly similar from the first 986 Boxster right through to the very latest 991 – is that, despite your car's likely huge performance,

friction-pad and even disc replacement is the kind of task that you can quite easily tackle in a leisurely Saturday morning's do-it-yourself. Perhaps a brief part of the afternoon, too, if you have never tackled it before and/or are taking your time.

Whether you will choose to, of course, is always going to depend upon a number of factors – and the truth is that the labour element alone is rarely going to be the most pressing consideration in a car of this likely value, even if you pay an independent specialist or Porsche Centre to do the work for you. But you will almost certainly be able to save a worthwhile amount of money by shopping around for the necessary parts, and/or the tools that you may not already have (see below). And the satisfaction that comes from getting out there and doing it

yourself is predictably immense.

There are some fairly obvious safety precautions to observe. You will need to remove the car's wheels, so make sure that you can support the vehicle safely on axle-stands, and never on any kind of jack alone. Modern friction materials no longer contain asbestos, but needless to say you should avoid breathing any dust they will have produced: wash it off with an aerosol can of purpose-made brake cleaner (which is itself the only solvent entirely safe for use on the full range of materials that you will be encountering), rather than, say, blowing it away with compressed air.

No less obviously from a safety point of view, always replace pads and discs in either axle sets or pairs, as appropriate. This is essential to avoid the possibility of

The routinely visible outer surfaces of your Porsche's brake discs might look OK, but take them off and the inside faces will often be as badly scored and corroded as this – even where the car shows little or no sign of reduced stopping power. Euro Car Parts sells Sebro front discs for a typical 997 for as little as £125 per pair, with Pagid pads for between £75–£90. Hardly expensive given the car's likely value – or its huge performance

Corrosion often affects these short rigid brake pipes, too (right). They are not overly expensive to buy, but easily made for little more than pennies if you already have the relevant tools and materials – themselves found in many DIYers' sheds and garages. And a pad and disc change is the ideal time to tackle them, even if it will mean later bleeding the brakes.

First steps are to disconnect the wear-sensor and ABS wires, then to clamp off flexible hose to minimise fluid loss. For obvious reasons, liberally soak all fixings with penetrating oil. It doesn't matter if it gets on to the pads or discs – they will be going in the trash



subsequent uneven braking, and thus the car suddenly pulling to one side or the other. And plainly it behoves you to use only top-quality branded items, not some cheap and nasty Far Eastern rubbish dredged up from the darker corners of the Internet. Euro Car Parts (www.eurocarparts.com) has long been the go-to source for those of us here in the UK, often supplying original-equipment Porsche components, as well as less expensive after-market items, but try also Design 911 (www.design911.co.uk), Porscheshop (www.porscheshop.co.uk),

and naturally even Porsche itself, which sometimes has worthwhile special offers running. To locate your nearest Porsche Centre – and thus its parts department – click on www.porsche.com/uk.

Where it is necessary to break open the hydraulic system, take care to avoid either contaminating the fluid within it, or else allowing it to 'escape'. Old fluid, which is both toxic and potentially flammable, must be disposed of in the same environmentally acceptable way as used engine oil, or any other similar substance. Obviously the

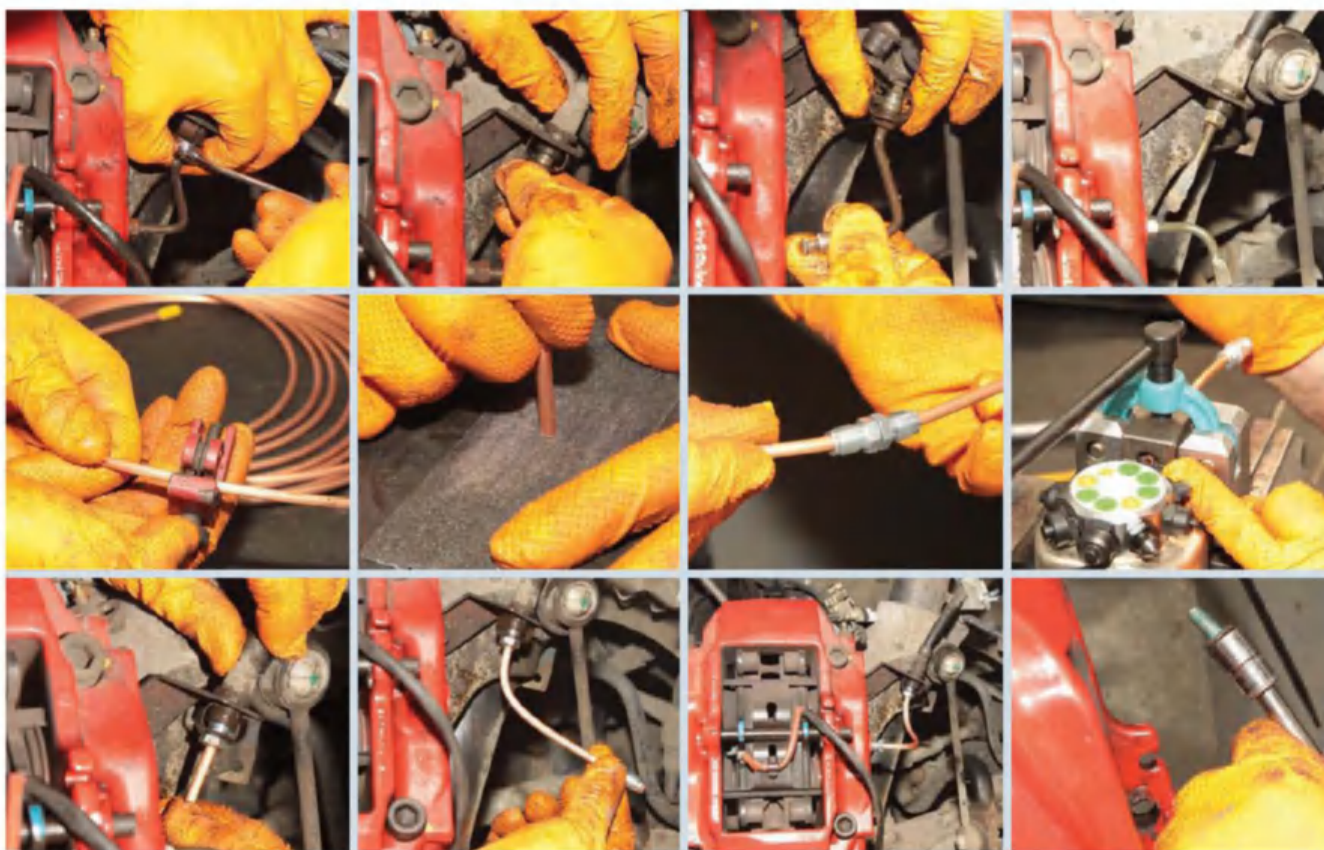
system will need subsequently to be refilled and have bled through it the air that will have been introduced – itself another surprisingly simple process with the correct equipment – but for those who don't already know the basics we shall be covering that in a forthcoming issue of the magazine.

As far as tools are concerned, pretty much everything you are likely to need is shown in the accompanying photos, shot at Dove House Motor Company in Rushden, Northamptonshire (01933 354144; www.dovehousecars.com), with the

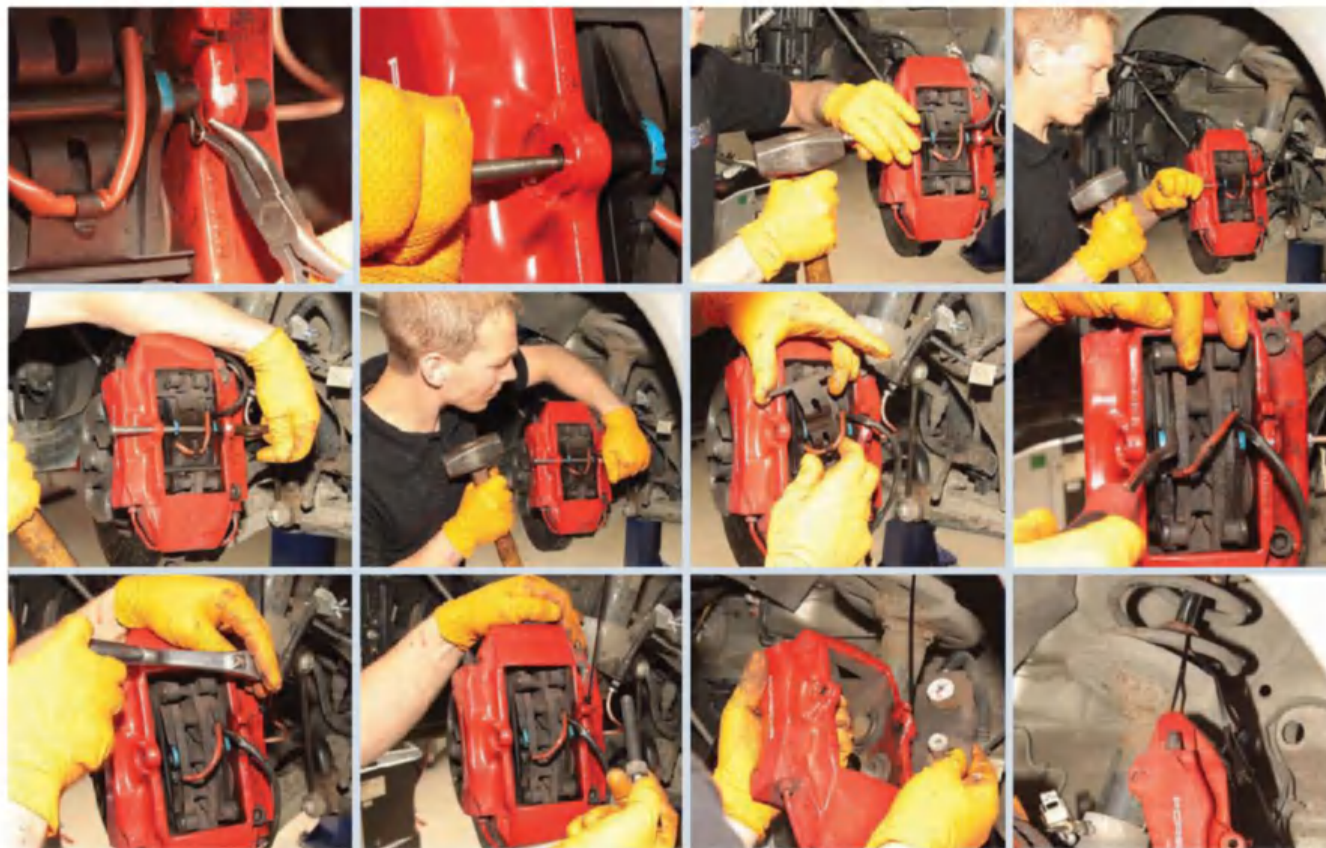
A proper pipe spanner – basically a ring spanner with a slot cut in it – is essential to grip the hydraulic unions safely and reliably. To save damaging flexible hoses from longer-term compression by the clamp, Phil Long screws in this blanking plug (top row of pics, far right), home-made from a short length of old tube, hammered flat.

New pipe is easily made from rust-proof copper tubing: shame Porsche couldn't be persuaded to have done the same...

The best way to shape it, reckons Phil, is to screw in the upper end, and then make the two roughly 90-degree bends by eye and hand. Make sure spring-clip, designed to tension connection with hose against bracket, is replaced. This single M6 screw (bottom row, far right) secures the bracket via which the hose and pipe are between them attached to the wheel hub. It's this that you would undo during a routine pad/disc change alone, to allow the caliper to be removed without also having to disconnect any unions



TECH: HOW TO



Pads are retained by a single transverse pin, itself secured by just one 'R'-clip. Simple but highly effective – and very quick to dismantle. Be careful that your punch doesn't damage the enamel on the caliper. Lift away the single main spring-clip, and then lever back the pads to slacken off any residual grip they may be exerting against the disc. Undo the two socket-head M12 securing screws (see main text for a warning about damaged threads), and then remove the caliper itself. This will allow you to extract the pads, still with their wear-sensor wires attached, and the once (but probably no longer) self-adhesive backing plates. By this stage Phil has reconnected the hydraulic pipe and hose, so the caliper needs to be supported – note cable-tie securing it to spring (near left)

generous assistance of senior technician Phil Long. The only 'specials', as such, are the ring spanners needed securely to grip pipe unions (so tight do those tend to become that open-enders usually slip, and round off their flats), and a properly designed hose clamp – which prevents fluid loss when the hose is disconnected, without also damaging the rubber.

You might need an M12 x 1.5 tap to clean out the threaded holes in the light-alloy hub carriers, via which the calipers are secured to them. This happens because the

securing bolts protrude very slightly from the 'far' ends of the holes. So they tend to corrode, with the result that when you unscrew them the relatively soft alloy is easily damaged. Spraying penetrating oil on the ends of the bolts is obviously a good idea (they are impossible to wire-brush in situ), as is giving them a smear of copper grease before refitting them, but sometimes – and especially if the problem has occurred more than once before – the only effective answer will be to have the threads reclaimed with a Würth Time-Sert.

In which case, and unless you are both familiar with the technique and already have the right kit (see also this month's Q&A pages), you will need the assistance of either your friendly local independent, who might be persuaded to come out and do this particular part of the job for you, or else a specialist repair company. Search 'thread repairs', or something like it, and you will quickly find all manner of likely candidates.

Parts-wise you will need – of course – the appropriate pads and discs. (And this is obviously quite a good time to upgrade,

Undo the two screws which should still be holding the disc to the hub – they may need an impact driver or, if someone has butchered them, perhaps to be drilled out. Fingers crossed, anyway. Disc should now pull towards you, but due to corrosion on its mounting face may need persuading with a hammer, soft-faced if it's likely that you will be using the discs again. These, unsurprisingly, will be scrapped. Next step is to clean off any corrosion from the disc mounting face, and obviously to apply a very thin smear of copper grease. This will ensure that it will come off again at least as easily next time round. Check caliper mounting holes in hub for damage caused by corroded screws. If necessary gently clean them out with a tap (again see text), or else have them either Helicoiled or Time-Serted



Porsche recommends that you use new self-adhesive backing plates each and every time you remove and replace the pads, but in practice the old ones can be used again if in sufficiently good condition. Peel off the backing paper, apply a small amount of copper grease to the locating pegs, which sit inside the pistons (one small and one large), and slide into position in the caliper. Fit that assembly to the hub carrier with its two securing screws (brand-new if necessary) tightened to 81Nm



Nearly there now. Push pistons back into their cylinders with a suitable lever (taking care not to damage the backing plates, of course). This will provide the necessary clearance for the thicker new pads to slide in – but will at the same time force a certain amount of hydraulic fluid back into the under-bonnet reservoir, so you need to make sure that won't overflow. Slide pads into position (those small circular appendages are vibration dampers, which will also help to reduce any tendency of the brakes to squeal in use), and refit the pad-retaining spring-clip and pin (having cleaned any corrosion off the latter), and finally the tiny 'R'-clip. Don't forget the wear-sensor wire – here, with its companion ABS lead, brand-new. Last step is firmly but gently to press the brake pedal to settle the pistons and backing plates against the pads, and thus the pads safely against the discs. Leave that until you are driving and you might get a nasty surprise until you press the pedal a second time

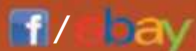
if necessary; see what your chosen supplier suggests for your particular requirements.) New pads can safely be used with old discs – assuming those are not as badly corroded as the ones shown here – but it would be false economy to fit new discs and not to renew the pads, unless the latter have done only a very few miles, and are neither grooved nor worn unevenly. Add to that little lot the pads' special self-adhesive backing plates (typically £42.04 per axle set), wear sensors as necessary (£29.63 per wheel set), caliper bolts (for the obvious reasons

outlined above; £4.57 each), and possibly the small cross-head screws securing the discs to the hubs before the wheels go back on and retain them (30p each; two per disc). Those often become chewed up by careless handling. All of those figures – from Porsche itself – exclude VAT.

On this car, as you will see from the first photo in the step-by-step sequence, we also needed replacement rigid brake pipes between each caliper and its flexible hose. New from Porsche these cost a relatively inexpensive £15.21 each plus VAT,

but Phil Long set to and made perfectly acceptable alternatives from a roll of rust-resistant copper-alloy tubing, forming the ends to the required profile with the necessary tooling, itself widely available on the after-market. (Try Machine Mart – www.machinemart.co.uk – Sealey or Laser.) Don't forget to refit – or to buy new if necessary – the spring-clip at the upper end of each pipe, to tension the connection with the flexible hose against the bracket provided. It's an MOT-test failure if these are either missing or badly damaged. **PW**





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RAMUS PORSCHA

From servicing and tuning to body work, West Bromwich-based Ramus Porsche have got all sides of the Porsche world covered, including plenty of satisfied customers

Words and photography: Brett Fraser



As I'm glancing through the doors from reception into Ramus Porsche's bright, shiny workshops, a waiting customer strikes up a conversation. 'They're really good guys here, really professional. Some companies when they repair your Porsche will leave it gleaming and looking wonderful, but Ramus does the job properly, aligning everything on jigs, to ensure the car's straight as well as pretty.'

Not that West Bromwich-based Ramus is purely a top quality bodyshop, although that's clearly an important part of its

repertoire. It handles all aspects of Porsche care, from regular servicing to mechanical repairs and replacements to tuning. And it also enjoys a healthy parts trade; the company is a member of the Porsche Trade Parts Programme, and has a certificate on the reception desk to prove it.

Ramus has been resident in its current premises for less than a year. 'We just had to move out of our old place,' explains company boss, the jocular Paul Ramus – or Ram as he's universally known. 'It had become way too small and, if I'm being blunt, the location wasn't all that great.' And Ramus's customers do appear to have bought from the upper echelons of

the Porsche food chain – parked outside on the day of our visit were high-spec Cayennes and Panameras, together with a 996 GT3, while the cars inside on jigs included a 997 Turbo S and a GT2.

'A fair chunk of our business these days is looking after 997s,' Ram reveals, 'as you might expect. Much of the work is straight servicing, but those well-documented engine problems, well, we've become very adept at fixing them.'

'But we do occasionally have some of the older air-cooled cars. And I do have a lot of experience of them from the past – when I first set up Ramus the majority of my custom came from 3.2s, SCs and 964s.'

Ramus will service and work on any Porsche you like, although seemingly only if it's black!

Right: A smart customer reception area is almost essential in Porsche servicing these days. Paul Ramus, AKA 'Ram', with massive Porsche ceramic disc



'The rarest model we ever dealt with was the air/water-cooled 959. It came in with an ECU problem and we thought we would just be able to buy a replacement unit and it would be job done. However, we couldn't find one anywhere at that time, so we had to get the original ECU repaired. While we aim to do as much work as possible in-house, that job needed outside attention.'

Not that Ram has always dealt with Porsches. 'When I first got into the automotive world it was through turbocharging 2.8-litre Ford Capris. And if you've made a Capri go that much quicker, you also need to provide it with brakes and suspension to match! So from the early days I was providing a fairly rounded package for my cars.'

'And then along came the Porsche 924 Turbo and it changed my outlook on what a good turbocharged car should be like. I ended up owning one, and later a 944 Turbo. And then came a big step up – a 1988 911 Turbo, about seven months

old, in black. I had a wild old time in that. The turbo lag was quite something and you really needed to master it. If you didn't judge it properly going around a big roundabout, the turbo would kick in and you'd be facing the wrong way, very suddenly.'

which a Ramus customer bought as a seriously damaged car has required the replacement of a substantial section of the rear floorpan, along with many other sections of the bodywork, while the Turbo S sitting across the shop is having a rear chassis rail repaired. These are big, big

“ Along came the 924 Turbo and changed my outlook on turbo cars ”

While Porsche's grasp of turbocharging technology and handling development have moved on apace since those days, Ramus's workshops are testament to the fact some people will still find ways of punting their 911 Turbos into the scenery. And seemingly with considerable enthusiasm, judging by the amount of damage inflicted upon their cars. The GT2

jobs requiring a specialist welder's touch, but par for the course at Ramus.

'Our welder and jig man is extremely skilled,' beams Ram, 'and very much a perfectionist. At the moment we have a lot of cars in for major repairs, but averaged out over the year we handle just as much servicing business as we do repairs. But I am very proud of the results achieved by



Plenty going on in the workshop. GT3 on ramp is having a full four-wheel alignment with state of the art equipment

TECH: SPECIALIST



Left: The engine room is kept pretty busy, although air-cooled work is not as prominent as the typical 996 and 997 rebuilds, which are a typical sign of the times

our body team, and we manage everything in-house. We also have our own industry-standard paint booth.'

As well as being notable for the number of crash-damaged cars dotted around it, Ramus's airy workshop has several engines sitting about on cradles and pallets, in

our engine man is kept very busy,' grins Ram, 'which is a product of him and the team being very good at what they do.'

'We deal with all of the modern Porsches, including the occasional 991, Panamera and 92A Cayenne, but with most of the engine rebuilding work being for 997s and

part of our skills base, and again our abilities in this field have been picked up during more than 30 years caring for Porsches. And, of course, as well as fixing up engines, we're also able to repair and overhaul gearboxes too, thanks to Mark our ex-dealer trained 'Gold technician'.

One of Ramus's four hoists has a white 997 GT3 perched upon it, in for four-wheel alignment. 'Yes, that's another extremely useful in-house facility that we can offer our customers,' says Ram. 'As I alluded to earlier, Ramus aims to be a one-stop shop for all your Porsche requirements – four-wheel alignment is another important service that we can provide for your car while it's in for other things.'

'Not that we'd ever force these things on our customers, but they are there if you do need them. We pride ourselves on being very straight with our customers when they

“ Most of the engine rebuilding work is for 996s and 997s ”

various stages of assembly or disassembly. Some of these motors sustained damage when the cars they were fitted to were bouncing off walls and hedgerows, and some are being rebuilt simply because of age or internal component failures. 'Yes,

996s. Right now we also have a competition '997 Cup Car S' in for engine repair work and some prep work, and while I wouldn't say we do a huge number of race cars, they do pop in every now and then. Engine tuning is another



A GT2, which is having a substantial amount of its rear end replaced, with a lot of specialist welding involved



bring their cars in. We like to do a quick inspection first, before starting any major work, to give the customer some idea of what they're in for. And we only ever do the things that need doing – we don't just replace items for the sake of it. However, we'll also let a customer know if something will need fixing or replacing in the nearish future, so that they can plan and budget for it. Quite often a customer will ask us just to get the issue sorted there and then, but we like to give them the option. Treat your customers well and chances are that they'll keep coming back to you.'

Spend a couple of hours at Ramus and you'll see and hear plenty of evidence that customers do indeed keep coming back. A stream of people pour through the door and keep the telephone trilling, all of them on familiar terms with Ram, as many of them getting in touch for a quick chat and

bit of advice as are booking in their cars for work. Ram's funny and cheeky to them, which is a part of the Ramus experience that the regulars seem to enjoy. And he and the team go out of their way to help with requests that won't necessarily bring them any business: one caller wants to know about fitting an aftermarket stereo unit to a Porsche with optical rear speaker cables, and Ram makes several suggestions as well as jumping onto the internet in search of further solutions.

In a small area behind the reception desk is a small 'shop window' for Ramus's parts business. While the company's parts manager will happily source the smallest widget for your Porsche, here sits some 'boys' toys' temptations; alloy wheels, exhaust tips, coloured leather gearlever gaiters, sports springs and damper kits and assorted other sundries that you might not

actually need, but would really rather like.

When we ask Ram if he could pick one of these goodies to pose with for his portrait photograph, he's quick to dive into a locked glass cabinet and comes out clutching a replacement carbon-ceramic brake disc. He's momentarily distracted by this exotic – and expensive – component, turning it over in his hands, impressed by its quality. He sort of waves it up and down a couple of times to assess its lightness and then smiles broadly to himself in appreciation of what Porsche's engineers have achieved in creating it.

Ramus may well have been working with Stuttgart's finest for the best part of three decades now, but he seems to retain a real enthusiasm for the cars and what goes into them. In other words, he (and his similarly-minded team) is the sort of bloke you'd want to have working on your Porsche. **PW**



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THE TEAM

STEVE BENNETT

996 C2 3.4/944 LUX

What of the 944 you may ask? A good question. Still having its engine rebuilt is the short answer, but should be back soon. The new 996 is keeping me busy in the meantime.



KEITH SEUME

912/6

There is now a pressing deadline, that must be met. Put simply, El Checo needs to be running, MOT'd and registered in time for Classics at the Castle at Hedingham on Sept 6. Come along and see if I make it!



CHRIS HORTON

924S, 944

An MoT for the 924S – which means I've been using it for a full year. Good progress on the 944, too: a new tailgate seal, the heater's in, and the rear brakes are reassembled. Back on its new tyres soon, I hope!



PETER SIMPSON

'73 TARGA/TARGA 3.4

New parts arriving all the time for the '73 which include an EBS twinstark system and a lovely set of Braid Fuchs from the US in the perfect size 7x15 which will be wrapped in a set of Yokohama tyres.



BRETT FRASER

BOXSTER 3.2S

New Eibach springs fitted, which handily meant I would be able to attend the Porsche Media Owners' event at Silverstone, with the rest of the 911&PW crew. Verdict? see full report on p122



JOHNNY TIPLER

BOXSTER 986/996 C2

Suspension mods seem to be the in thing, what with Mr Fraser (above) sorting his Boxster, and Bennett attacking his 996. Not be left out I've lowered my machine with H&R springs.



ANTONY FRASER

996 GT3, SC, TRACTOR

Took the full fleet (GT3, Tractor and SC) to Silverstone for the Porsche Media Owners' event. The GT3 was looking very good indeed, with its freshly restored split-rims, or so everyone thought.



GETTING SLAMMED

Nothing wrong with the 996's standard suspension; magic carpet ride compared with its minty predecessor. But Tipler decided it needed lowering on aesthetic grounds (honestly). Cue a set of shorter H&R springs



Brands Hatch: so much to answer for. Blame it on childhood visits to watch tin-top tyros and halcyon heroes battling it out on the twists and turns of the Kentish blacktop, sparks showering from ground-effect-induced bottoming-out suspension as they swept around Paddock or Clearways. From 1340cc fatty Anglia to 964 Peppermint Pig, with at least five Alfas and a Beemer along the way, virtually every car I've owned has been slammed. Well, OK, apart from roadsters like an Elan and a few MGs, which weren't meant to need a drop-down, and one or two Citroëns with hydropneumatic suspension that sat on the ground in any case. So why change the habit of a lifetime?

Pig Energy, for it is she, was always going to be a project car, no matter how wonderful the basic unadulterated car. For starters, purveyors Porscheshop applied a Y-pipe and remap to get the programme under way, upping the power by 25bhp in the process. And then my local race shop STR fitted the Direct Oil Feed kit that we ran in last month's issue; no more stress over IMS. And now it's the turn of the suspension to get a workover. The magazine is full of adverts from the spring and damper specialists, and selecting the new kit for the 996 could have been like

closing my eyes and sticking a pin in a page. But I'd had H&R springs before on the Peppermint Pig, and so I asked their advice about what would work on the 996 C2. As with Pep Pig, I visualised a fresh coil-over system, but I'd not reckoned with the overarching on-board presence of PSM. I got a full and frank lecture from their charming press officer Yvonne Menzebach, the gist of which ran like this: 'We don't do electronic shocks at H&R, so there is no possibility to connect the PSM wires to our shocks to retain the adjustment. So we recommend you just fit our lowering springs which will drop the ride height by 33mm, and fit our thicker anti-roll bars. To mount our monotube coil-over kit to a PSM car, which is possible, you would have to do the following: remove the PSM shocks, reprogram the Porsche ECU to "non PSM car", isolate the PSM wiring and fasten the wires safely in the car so they don't get damaged or interfere with any other suspension parts; rasp off the the protrusion from the washer for the front – or use a new OE washer with a round bore. After this you can fit our coil-overs. But there are other issues to address. As soon as you take the PASM shocks off a car with a Sport Chrono Package Turbo, the overboost will run to an error which is not easy to correct and the overboost may not work anymore at all.' There could be warranty issues, too. Porsche

JOHNNY TIPLER

996 C2, BOXSTER S

Occupation: Freelance writer, author
Previous Porsches: Carrera 3.2, 964 C2
Current Porsches: Boxster S/996 C2
Mods/options: Modified induction set up/K&N filters, remapped ECU, Dansk exhaust, H&R springs/roll bar
Contact: john.tipler@paston.co.uk
This month: Suspension mods



Front and rear H&R springs in situ. Fitting is pretty straightforward. Ride height is reduced by 33mm, as can be seen by above picture



Left: Standard spring v new H&R spring. Being set up at STR in Norwich

is very severe when it comes to their warranty, so when using an aftermarket suspension where you're not only changing the mechanical stuff but also the electronics, they can easily limit their warranty. To cut a long story short, the main problem is the wiring, which cannot be connected to most aftermarket shocks, plus the reprogramming of the ECU to "non PSM car". None of which applied to me because I was not about to ditch the 996's PSM, but nevertheless it's a cautionary tale for anyone who might be contemplating doing so. I duly ordered H&R's lowering springs and roll-bar kit, and a couple of days later two large boxes arrived from Trockenbrück, north Germany. I booked Pig Energy into STR in Norwich again, and Chris Lewis took charge.

With the car on the ramp and wheels off, he undid all four corners: 'I removed the spring assembly from each corner, dismantled it, and then put the new replacement spring in, and then built them back up again. The springs are quite a straightforward job to do really. The worst bit is accessing the rear mounts because there's a bit of trim behind the seats that I had to take out to gain access to the rear mounts, whereas in your old Porsche 964 the access is in the engine bay, but here it's inside the cabin.'

'So, in the 996, I had to remove the carpet behind the seats, but it all comes out quite nicely though, and went back in ok, so that was not a problem. As for the H&R springs, they were a perfect fit, so they're a good product with no issues at all.' The old springs looked like the original standard Porsche ones, so, at 45,000 miles they'd probably never been touched.

Both front and rear anti-roll bars have drop links that mount them to the suspension, so Chris first had to take those apart. 'You've got to undo them anyway, then the rear anti-roll bar is then literally held on with four bolts, so you just unbolt that and then bolt the new one on. It's quite simple, whereas the front one needs the bit of cross bracing for the chassis support and the front suspension brackets to come down, and then you have to wriggle the old anti-roll bar out, and do the same to get the new one in place. It's not a difficult job, it's just a bit more fiddly than undoing four bolts.'

The new anti-roll bars were supplied with new bushes, and again, everything fitted perfectly. The front anti-roll bar is in a fixed position but the rear anti-roll bar is adjustable, so you can adjust the roll stiffness as required. There are three settings, and Chris put it on medium, which is the best option for regular road use. 'When you've got three positions to choose from you might as well start on the medium, and then if it is too stiff you can go soft, and if it is not hard enough you can go harder.'

Having reassembled the corners, Chris applied STR's four-wheel alignment apparatus and realigned the camber and toe-in, so all four wheels point in the right direction. 'It all went on quite well, really,' he says, 'though the front wheels just needed a very slight tweak to get right, but the back wheels were quite a long way out.' He then took it out for a road test. 'It's definitely a firmer ride, not uncomfortably firm, because it doesn't crash and bang over pot holes and bumps and in fact it seems quite composed.'

And then it was my turn, and I've done a few decent runs in it since having it lowered;

most notably, driving up to North Yorkshire and then over to Cheshire and back to Norfolk. That was one of the most taxing journeys I've done recently, deliberately avoiding all motorways, taking me over the Pennines via Macclesfield and Matlock and the heinously restricted Cat-and-Fiddle pass, where the 996's handling was subjected to the most strenuous of test sessions. It's all good news. The shorter H&R springs have quite radically altered the character of the car, so it does now behaves like I want it to, which is to say, akin to the old 964, in that it's much more firmly planted. It now feels much more dynamic, and instead of its previously serene gliding characteristics, its latent animality is released. I can feel all the nuances of the road surface intimately through the steering wheel and through my backside, and that's partly what keen driving is about. Sure, on a long stretch of motorway and the rustic rides of north Norfolk it lacks the luxury magic carpet ride now, but then that was what I was trying to divest myself of. I'm back in touch with the Tarmac in a positive way, and I can proceed through a series of bends quicker and with more confidence and more precision, because I know where the car is going to go. It's telling me, 'I'm going to tuck in here, duck out there.' Up at the ton on a fast bend, it's as if it's on rails – it just doesn't waver, I just steer it round and it's uncannily sharp compared to how mellow it was; it hugs the ground like a truffle hound. It's achieved the stance that I wanted, and it's brought the car to life in both those ways – the handling and the aesthetic. It's come alive and it's even better than the Pep Pig – way faster, too. **PW**

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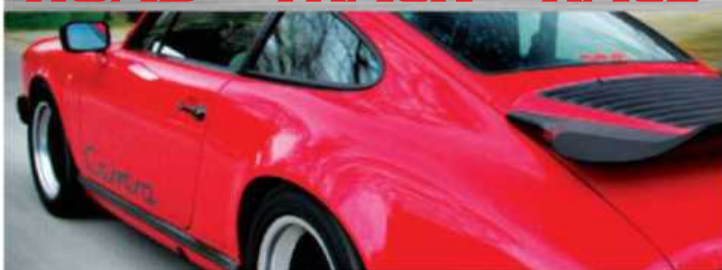
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Left: Getting down and dirty. STR's Chris Lewis fitting the rear adjustable H&R anti-roll bar. Car has been transformed says our man Tipler



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THREE MONTHS IN

Editor Bennett is getting to know his 996 C2. He still hates the suspension, but a revamp is on the way, but otherwise he's a happy camper indeed, with this unexpected return to 911 motoring



STEVE BENNETT

996 C2/944

Occupation:

Editor,
911 & Porsche
World

Previous

Porsches: 911
Carrera 3.2, plus
numerous 944s

Current

Porsches:

944 Lux/996 C2

Mods/options:

Augment
Automotive ECU
and camshaft, Koni
dampers. 996 C2 is
standard, but with
factory M030

Contact:

porscheworld@chp
ltd.com

This month:

An accumulation of
suspension
components is
taking over the
garage, to be fitted
by RPM Technik,
just as soon as the
Bilstein dampers
arrive

On track at recent
'First Porsche' photo
shoot. M030
suspension is perfect
in this environment,
but less so in the real
life environment of
the public road

So here we are, nearly three months in, so how am I finding my 996 C2? Well, pretty good, thank you. Firstly, I'm amazed at just how much interest it's created. It is, after all, just a silver C2 and, let's face it, aren't they all? Well no, that's just it, they're not. In fact a manual C2 in any colour, in decent nick, is quite a rare thing as others are discovering.

A recent call taken from colleague and motorsport photographer, Jakob Ebrey, alluded to the same thing. "Steve, he said, I need a 996 and I need one now, while I can still afford one." I briefly flattered myself that he'd been reading my 996 musings and missives, but he hadn't. He's a bright lad and had worked out for himself that the humble 996 was in the ascendancy and now was the time to buy one. Equally he bemoaned the fact that once you'd stripped out the Cabs, the Targas, Tips, the strange coloured interiors and the C4s, there wasn't much left for hardcore Coupe manualists like us! He found what he was looking for, though, and when I caught up with him at the recent Porsche Media Owners' bash at Silverstone, I still got the blame from his wife for encouraging him and spending the money that had been put aside for a new kitchen or something similar.

But I digress. You will recall that my 996

C2 is a very early 1998 car and was sourced from Edinburgh, just a short £50 hop away with Easyjet. You might also recall that part of its spec was the highly desirable M030 suspension and limited-slip diff, or what Porsche called 'Sports package.' This was a big selling point along with the hard-backed sports seats, upgraded sound system and a few other niceties like heated seats and cruise control.

Unfortunately I had a bit of a wobble and very nearly got back on the plane. The M030 suspension was not – and still isn't – for me. I could tell that just from the passenger seat and it was accentuated when I drove the car. Expansion joints, traffic calming road markings, any sort of rippled, broken road surface and the suspension just locks up. I haven't even bothered to show the car some of my favourite local B roads yet. But the rest of the car was good and suspension can be sorted, so I paid up and drove home.

So have I mellowed? Well I've become more tolerant of the suspension, but not much. I still cringe and anticipate every crash and bang, and I still wonder how Porsche could have thought it acceptable. I'm pretty sure I've driven more compliant 996 GT3s! Indeed, I thought it was perhaps just knackered, but a comprehensive check over at RPM Technik confirmed that this is

what a 996 with M030 feels like.

That comprehensive check up also revealed a few other suspension bits and bobs that could do with sorting, like coffin arms, top mounts and various bushes, so I've bitten the bullet and ordered the whole lot, plus some standard Bilstein dampers. If you've ever peered underneath a modern 911, then you'll know that there is a lot going on suspension wise and so the pile of bits is pretty big and getting bigger. But then, that's why they handle as they do and the various control arms, top links, bottom links, roll bars and goodness knows what else, particularly at the rear, keep that engine mass in check.

Fortunately all this stuff can be ordered right off the shelf from your local Euro Car Parts and there can't be many of us who don't have a branch within just a few miles. Mine certainly wasn't phased when it came to going through the suspension components in minute detail and was able to source each and every part. There is currently a world 996 Bilstein damper shortage but, by the time you read this, the factory will have made some more. I will be combining them with Eibach Pro springs and some form of Eibach anti-roll bars, too. Fellow 996 advocates, RPM Technik, will be doing the fitting and set up. What exactly do I want? Well, something that is rather more



A big pile of suspension bits including coffin arms, top control arms, Eibach springs, top mounts, and various bushes. That exhaust is looking a bit rusty though!

compliant with our roads, but with a bit more 'stance' and body control, hence the Eibach lowered springs and anti-roll bars.

I am still contemplating going back to 17in wheels too. It's currently on the optional 18s (which is what most folk specced), but the ride is so much better on the smaller rim. Lowered I think it would work very well, but the standard 17in wheel is a bit dull. Then again, I was hugely captivated by the Fuchs wheels that RPM Technik have fitted to their 996 CSR Retro as featured in this issue. You have to say that they do look the business and they're very light. Indeed, the whole car was rather inspirational.

So that's the suspension, what about the rest of the car? Well, as we know from the first instalment, the engine got the thumbs up from RPM and equally the gearbox is good. The only driveline issues are a

groaning clutch cable, which has dried out, through lack of use (give me a hydraulic clutch any day for linear feel and consistency). Driving it never fails to put a smile on my face. It sounds fantastic, with an almost air-cooled whine to the engine and exhaust note. It's interesting that initial impressions of the 996 back at its launch in 1998 cast it more as a GT car than a hardcore sports car. Maybe back then, but in the here and now, the 996 feels very much a sports car.

A fast one, too. These days 300bhp doesn't sound like much, but in reality it's more than enough and it's effortless to boot, pulling happily and cruising in sixth. It's not as fuel efficient as modern Porsches, with their direct injection engines and clever PDK gearing, stop-start etc, but at a real squeeze it will return 30mpg and never under 28mpg so far, which is bearable.

Talking of bearable: Journeys when the sun is out will be more so, when I've replaced the air conditioning condensers.

On the right (not too bumpy) piece of road, or flicking through a particularly satisfying roundabout, it is simply wonderful and makes a current 911 feel big and clumsy. You steer it with your bum and your fingertips and yes, that hydraulic rack is everything the current electro racks are not. But that's the thing about the 996. Aside from the traction control (which you can turn off) it is a very passive/analogous car. The only thing keeping it on the road is you and its four rubber contact points, and that's what you can feel. It's a constant flow of unfiltered information, which we will come to appreciate more and more.

Hopefully by next month I will have my perfect handling 996. Watch – as we so often say – this space. **PW**

Below: Bennett's 996 C2 along with other 911&PW project cars at Silverstone recently for the Porsche media owners' gathering



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REFURBISHING THE WHEEL

Split-rims, with a polished rim may look pretty good, but they're a fragile combination for everyday road use, so Snapper Fraser's GT3 rims have been to The Wheel Restorer. Elsewhere and the 911SC and Porsche tractor have both been out and about



ANTONY FRASER

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911SC,
JUNIOR
TRACTOR**

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photographer

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Porsches: 911SC

Current

Porsche:

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Junior tractor

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This month:

Shiny refurbished
wheels for the GT3,
track work for the
SC and resto for
the tractor

Well, some good solid progress for Project GT3, in the form of four beautifully shiny refurbished wheels.

And boy, did they need it; the two-piece GT3 alloys are legendary for their enthusiastic inclination to turn from expensive alloy into dust – a kind of reverse alchemy. When we bought the car, they didn't look too bad, but no amount of dry garaging and care will stave off the dreaded day forever. Interestingly, the process seemed to accelerate in recent times, the wheels looking worse every time I set eyes on them. And let us remember, everyone, this was happening to new-car customers within a year or so of leaving the showroom. Why, over a century since the invention of the motor car, we still have to put up with quality like that, will forever remain a mystery. The problem with these wheels lies in the join between the rim and the web. Water gets in and stays there, until it penetrates the thin lacquer on the diamond-cut outer rim. From that point, it's

downhill all the way, and nothing you can do will stop it.

Time to call in the cavalry, in the form of Roger Bracewell, The Wheel Restorer. Roger's an old hand, with over twenty years' experience in the industry, including some time developing Kevlar F1 fuel tanks. He's been in the wheel business for more than seven years, and is something of a specialist in Porsche wheels. He's seen more than his fair share of GT3 wheels, and isn't a bit surprised when he claps his eyes on ours. Quite cheerily, he's seen much worse. After some to-ing and fro-ing, we settle on powder-coating both the webs and the rims, rather than lacquer again, on the principal of not simply re-creating a latent problem, waiting to bite us at a (not-so) later date.

The process goes like this:

- All tyres removed.
- All old wheel weights and valves discarded.
- Each wheel split into 2 pieces (titanium bolts removed).

- All 8 pieces stripped in a chemical acid.
- Submersed in water to neutralise, and steam-blasted to remove any leftover paint residue.

- All 8 pieces now back to bare metal prepared by hand.

- All 8 pieces preheated in an industrial oven to 200 degrees, to rid them of any gases in the aluminium pores, and to aid the powdercoating.

- A very thick dry powder is applied to the hot surface, which melts immediately and covers smoothly. Each wheel is timed individually when it enters and comes out the oven to make sure it's not under- or over-cured.

- After 10 minutes, each wheel is removed and allowed to cool.

- Each piece is inspected by eye and prepared by hand to a smooth surface, ready for its colour.

- Each piece is then subjected to 3 or 4 coats of silver wet high-temp paint, then baked at 50 degrees.

- Then, when all 8 pieces are coloured, the oven is raised to 200 degrees, ready for



Above: The Fraser fleet at Silverstone for the Porsche Media Owners' Evening. From right to left is the 911SC (belonging to Mrs Fraser), the GT3 and the tractor. Far left: Roger Bracewell AKA The Wheel Restorer at work dismantling the GT3 rims. Brake dust, rain and, worst of all, salt, all take their toll on the fragile split-rims, making a refurb inevitable



Left: The refurbishment process in action. For the full multi-stage process see the main body copy. Safe to say it's a thorough job. The finished article. Worth it? We'd say so

lacquer.

- After 15 minutes, a gloss dry clear powder lacquer is applied, and the items finally baked at 200 degrees.

- Once cooled, each 2-piece wheel is reassembled with Loctite thread locker on every bolt.

- The tyres and fresh valves are fitted, then they are all digitally balanced on a special hub which has a 5x130 PCD. This device holds the wheel through the bolt-holes, not the centre, which isn't always as accurate.

- Tyre pressures set and ready to be fitted to the car.

It goes without saying that this is not the work of a moment; Roger reckons on six days for two-piece wheels, at a cost of £695.00 for a set of four.

By a coincidence, I'm passing close to Roger's base in Wrexham, Clwyd, and I'm able to drop off the wheels. When I pick them up a while later, the difference is immediate and very impressive. The finish is deep and flawless – a far cry indeed from the scabby, pocked items I delivered. Most importantly, I have no doubt at all that this finish will last much longer than the original. Do I miss the diamond-cut rims? Not one bit – these look just fine, powder-coated, and will continue to do so, I'm sure.

The wheels go back on the car in a hurry once I get home, as it's due at the annual Porsche shindig for journo-owners, at the Silverstone Porsche Driver Experience. They look fantastic – so much better than before, with the Yokohama Neovas adding a down-to-business element to the look. Only problem is, I haven't had a chance to do anything with the wheel bolts – another example of cheap crud on an expensive car. So it's the rattly can treatment for them at

some point in the near future. It didn't really matter before, but God, they look awful now!

Back to the Silverstone soirée, we couldn't resist the temptation to arrive mob-handed, with the three-vehicle Fraser Massive – something of a logistical challenge, given that the Standard T tractor has been billeted in Norfolk, and we live on the south coast. I won't bore you with the details; suffice to say we all showed up in good time, thanks to our chums at Porsche GB providing a Cayenne Turbo for towing duties, and the tractor was, once again, the unlikely star of the evening. Not since the days of *Max Power*, has a slightly scruffy red vehicle with huge back tyres seen so much car-park-lapping action. Even Porsche GB MD, Chris Craft, was seen chugging past, grinning like a Cheshire cat.

There was a chance for a few (accompanied) laps of Porsche's dedicated track, and Mrs Fraser was off like a rocket in her SC at the earliest opportunity. 915 gearbox aside, it's a fine car, much admired by her instructor. The Driver Experience have their own SC and, even after a rebuild, its 'box is pretty much as bad. Not sure whether that's a comfort or not, really.

Meanwhile, it was yahoo o'clock in the GT3. This was the first opportunity for some track time since the suspension rebuild, chronicled in these pages a few months back. What a beautifully balanced car it has become. Understeer has been banished to the history books, yet it isn't a tail-happy wrestling match either. And the level of grip from the Yokohamas is very gratifying indeed. The Neovas aren't quite no-compromise track specials like the A048s that once graced this car but, subjectively, they don't give much away in terms of performance, and they're a bit comfier and quieter on the road. I think they're a very good compromise. It's always

enlightening to have a second opinion on these matters; mine came in the shape of *Evo* magazine contributor Jethro Bovingdon, a man with a great deal more experience (and talent, curse him) than myself. He returned from a road drive full of enthusiasm, and asking for set-up details to apply to his own 996 project car. Praise indeed. OK, he may not have actually mouthed the words "best car I've ever driven", but I could tell that was what he was thinking. And he liked my wheels.

So, quickly back to the tractor; it is now residing at Chichester Farm Machinery, who will be tackling a restoration over the course of the winter (and, no doubt, much of next summer, too...). Quite how far we go with it will depend on time, money and all that other stuff, but they're old hands at restoring tractors in much worse nick than this, and they're most excited to have such a comparative rarity in the shed. Don't expect to hear too much for a couple of months, at least, but they're pretty much on the doorstep, so I'll be round there with a camera to document it all, as and when. I know this seems like a lot of puff for a little bit of farm machinery, but it really does represent a huge amount of fun for very little money – and it's the last truly affordable air-cooled Porsche!

Just a final few words on our borrowed Cayenne Turbo. If you've never driven one of these and you get the chance, snap it up. They truly are a phenomenal vehicle. They're comfortable and quiet, you sit up high for a good view, and they absolutely go like stink – not just for a car of their size, but by any standards you like. There are very few things a sports car will do that a Cayenne won't and, if I were only allowed one car to do it all, I couldn't think of anything that would even come close. **PW**

Below left: Cayenne Turbo tow car makes short work of hauling Project Porsche Junior tractor to both Silverstone and Chichester Farm Machinery. Who's that astride the tractor? None other than Porsche Cars GB Managing Director, Chris Craft



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BOXSTER BACK IN THE FIGHT

Brett's Boxster has been in the wars, with a broken rear anti-roll bar and then two broken front springs, one of which took a new Michelin with it. Now, with Eibach springs and anti-roll bars all round, it's better than ever



BRETT FRASER BOXSTER 986 S

Occupation:

Freelance writer,
Dep Ed,
911 & Porsche
World

Previous

Porsches:

None

Current

Porsche:

Boxster S

Mods/options:

Standard save for
Eibach springs and
anti-roll bars

Contact:

brett@brettfraser.
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This month:

Finally the Boxster
is back on the road
thanks to a set of
Eibach springs

Boxster on the ramp
as Dave Lock, of
Lowgate Garage
Services, gets on with
the job of replacing
the broken springs

You reach a certain age and bits start dropping off: it's a generally accepted fact, a universal certainty. Only I wish that when the Boxster's biological clock started shuddering around its mainspring, that not all the bits had decided to drop off at once.

All right, it wasn't actually a simultaneous failure of componentry on my 86,000-mile 3.2S, but key parts called it a day in fairly quick succession. The rear anti-roll bar snapped at pretty much the same time that all the brake discs were deemed too knackered to carry on. New discs all-round were followed by replacement Eibach anti-roll bars front and rear, but before I could get around to enjoying their benefits, the offside front spring snapped. Then the nearside spring followed its sibling's example. With the added annoyance that when it broke in two, one of its now spear-tipped ends scribed a deep trench around the inside face of the brand new (less than 200 miles) Michelin Pilot Sport.

Wish I could say that I laughed in the face of adversity, but you saw what happened to Pinocchio... As a consequence of this deluge of depressing disasters, the Boxster has spent long periods of the last 12 months simply sitting on my driveway, attempts to get its ailments

resolved often dogged by perfect storms of unfortunate circumstances and unavoidable delays. And then as a final test of our friendship, the Boxster's driver's side external door handle has started to become sticky and occasionally inoperable, just like the one on the other door.

The collapse of the front springs was a low blow. Literally. When the offside item went ping, it was still possible to drive the car around: when the nearside spring joined the party the Boxster looked as though it had been hijacked as a *Max Power* project car, the nose so close to the ground that you could have used it as a road sweeper. Originally I considered sourcing a pair of secondhand replacement springs from eBay, but some looked as bad as I already had, others were available singly only and without their 'twin' also being advertised, and where there were pairs of springs, they came attached to pairs of struts.

At which point I started thinking "new, but different". Prior to the Boxster I owned a Lotus Elise, and while I know the Porsche's handling is special, the Elise was sharper, more direct, more alive. Asking around those in the know, it seemed that the factory sport suspension, the MO30 kit, would be just the thing for perking up the chassis. But then I got talking to Ben Thompson, Eibach's UK Aftermarket Sales

Manager. I'd already been impressed by what Eibach's anti-roll bar kit had done for the handling, so Ben suggested trying the company's Pro Kit springs specifically designed for the 986. While these springs can be included as part of Eibach's B12 upgrade kit that also comprises either Bilstein's B6 or B8 dampers, Ben made the point that they're engineered to work equally well with the Boxster's standard dampers. Try the springs on their own first, he advised, and see how you get on.

To non-car folk it's hard to describe the excitement of opening a box filled with four steel coils. But, ah... We all know the old adage about books and covers, but these Eibach springs looked like high quality items and when I picked them up, felt like it, too. They're made from the same silicon chrome vanadium high tensile steel used for Eibach's Formula One springs, and are shot peened then zinc phosphate coated prior to being coated in polyester powder in blue – this two-phase level of corrosion protection is why they've got a five-year warranty. And the thick plastic tubing wrapped around the lower third of each spring, and which I assumed was part of the packaging material, is in fact there to give extra protection against the elements and to eliminate noise from the springs.

As I think I may have mentioned in



And this is what it's all about. Much reduced body roll and extra control, but not at the expense of ride comfort. Tyres remain flatter on the road, too, so increasing lateral grip

previous running reports, I'm no mechanic. But I know a man who is. That's why the springs and the Boxster made their way to Dave Lock of Lowgate Garage Services to get to know each other better. Dave is one of an increasingly rare breed, a mechanic who is prepared to work on anything and charges a ridiculously low hourly rate so that local folk can afford to keep their cars on the road. But he does enjoy the occasional challenging job and genuinely seems to like the Boxster; and I can walk back across the fields to get home from his workshop.

The Eibachs were an easy fit, apparently, but loosening off some of the suspension bolts involved a bit more stress. Once Dave was done, we both stood back and stared at the Boxster – it sure looked low. The springs drop the ride height 25mm front and rear, and it's very visibly different from standard. Not that a 3.2S can ever be accused of looking tippy-toed, but the Eibachs lend it an air of the track.

Ironic, in a way, because that's precisely where the Boxster was soon to be headed, thanks to an invitation from the Porsche press office to join them for a barbecue and a squirt round the track at the Porsche Driving Experience Centre at Silverstone.

First, though, some road miles. Initial impressions – at low speeds, anyway – were of a slightly more agitated ride quality than previously. But with longer acquaintance it dawned on me that really there was no extra thump or crash from the suspension, it was simply that because the length of vertical motion had been reduced, the perception of suppleness had diminished. In fact, it was no less comfortable. A similar readjustment of

perception was required for the turn-in: for the first few miles I thought it was a little duller. But then I realised that with the standard setup, what had seemed like a speedy twitch of the nose towards the apex was, in fact, the first phase of roll from the front end. With the Eibachs the Boxster wasn't rolling anything like as much and the nose was tracking into the corner more progressively. With that understanding came more confidence to trust what was happening up front and to thread the car more fluidly through series of corners.

At this point mention must go to the Michelin Pilot Sports that I'd fitted to the Boxster and then never had the chance to push hard because the springs broke. I'd had to fit a replacement offside front after the carnage inflicted by the snapped coil, and the four tyres in full health working in combo with the new springs proved mighty on the public road. Locally, at least, there wasn't a bend that could elicit a squeal of protest from the Michelins, and when cruising they were impressively quiet. If you're running a Porsche on a tight budget it's always tempting to scrimp a little on the tyres, particularly if you're not often driving aggressively, but the Pilot Sports have already proved to me that the effort to save up a few quid extra is worth the potential pain.

The circuit at the Porsche Driving Experience Centre at Silverstone isn't hugely long but it does have demanding corners that require brains as well as cajones. What was soon obvious was that in addition to limiting the amount and the pace of body roll through corners, the new Eibach springs were also keeping a tight rein on nose dive during heavy braking and

tail squat when powering out of low-speed bends. And with a bit of heat in them, the Pilot Sports were digging in with greater tenacity than I was expecting, merely chirruping rather than screeching when cornering grip was teetering on the edge of full capacity.

Although I love driving quickly, tracks often leave me feeling fretful, conscious of my inadequacies. This time, though, I was enjoying myself, confident about going faster and faster, to the point where when a 991 GTS came storming past, I didn't mind tucking into its slipstream and following for a few corners...

If that was cause for quiet pride in the Boxster, so was a comment from my instructor, a long-time Porsche employee, who thought that the engine sounded smooth and sweet. The wind might have fuddled my hearing, but I thought he also said that when the car was new it was a party trick of Porsche demo drivers to put the 3.2S into third gear at about 20mph and then accelerate smoothly to well in excess of 100mph.

New springs. New tyres. New enjoyment and thrills: hopefully the Boxster is now restored to the machine I bought it as being in the first place. And as an added pleasure, I've finally got around to replacing a wrecked aerodynamic spat on the leading edge of the nearside rear wheelarch, together with a blanking switch on the centre console that was prodded out of place by a passenger who believed that it opened the window. And while neither of us is getting any younger, I'm hoping that nothing else important drops off the Boxster for a good few months. Or years would do... **PW**

Below: Eibach springs are made from the same high tensile steel as the company's F1 springs and come with a five-year warranty. Michelin Pilot Sport tyres are both grippy and quiet

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Welcome to 911 & Porsche World's Q&A pages, edited and assembled by the magazine's technical man and do-it-yourselfer, Chris Horton (above). The format is much as you would expect – you ask, and our experts do their best to offer a practicable, real-world solution – but we also pass on some of the knowledge that we gain during the course of our own work on the magazine and our cars. Either way, we routinely add as much detail as possible – including part numbers and costs, contact and website details, and any relevant illustrations that we can find. Prices quoted are to the best of our knowledge correct – for the UK market – at the time of writing, and generally exclude VAT unless otherwise stated. Naturally we do our very best to ensure that the advice and information given is accurate, but we can accept no responsibility for any effects arising from it.

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RECORD AND PROTECT WITH A DASHCAM

Q I was recently the victim of a staged road collision, fortunately not in my cherished 911SC (and no less fortunately the scammers were later caught and charged), but naturally it has left me extremely wary of my fellow road users – and especially when I am now driving that particular vehicle. Do you have any experience of so-called 'dashcams' and, if so, can you recommend any specific unit? Are there any legal implications that I need to be aware of?

Name and address supplied

test-case will have to sort that one out – albeit in much the same way that so-called drones have effectively become tantamount to weapons of mass destruction. Aren't they just sophisticated model aircraft?

I have to confess that beyond that my knowledge of both the technology and the market is pretty limited, but since I am currently in the process of evaluating an entry-level BlackVue unit (a DR3500-FHD, actually; £139.99 including VAT) in my own 924S, kindly provided by retailer and fitting specialist Martin Lynch & Sons, which is based in Staines in Middlesex (0345 2300 599; www.hamradio.co.uk), I should soon be in a much better position to give you chapter and verse.

In the meantime, one of the most crucial factors, I believe, is the physical size of the device. This one, as you can see, fits discreetly above the rear-view mirror via a simple self-adhesive pad – technically it is illegal to have anything attached to the glass within the area swept by the windscreen wipers, but try telling that to the sat-nav manufacturers – and also has a neat cylindrical body that can easily be rotated up and down to give the required view of the road ahead.

You could just as easily fit one – or an additional unit –



BlackVue dashcam small enough to be almost invisible from inside or out. Slot hidden behind power lead is for tiny microSD card – don't drop it when removing or replacing! Body rotates for best viewing angle

A Chris Horton, 911 & Porsche World:

Yes, it is a sad reflection on our modern society that these are rapidly becoming the latest must-have devices. Part of me bristles at the notion of my own driving being recorded – although I quite happily drive a commercial vehicle with a digital tachograph, which in a way does pretty much the same thing – but the fact is that these units can, and do, produce valuable and seemingly fully admissible evidence. I would be slightly concerned, too, about the ramifications of inadvertently recording any children, but presumably some high-profile

on the rear window if you were feeling particularly paranoid. And given the number of people who persistently and sometimes aggressively tailgate me through urban 30mph and 40mph zones, I think that's where I might try fitting this BlackVue unit for a while, if only to see if anyone spots that they are being caught on camera, and moderates their behaviour. There is also a purpose-designed BlackVue kit simultaneously to cover the front and rear of the car.

You'll need to pay attention to the necessary wiring. This one comes with a usefully long lead that plugs into the cigarette-lighter socket, plus a handful of self-adhesive clips to attach it to the edges of the windscreen. It can be 'hard-wired', but having recently spent several hours removing a rat's nest of ancient immobiliser cables from the 924S I would urge you to make sure that any such installation is done by someone who really does know what they are doing.

It goes without saying that the unit should produce good-quality images – if not,

why bother? – and also have sufficient storage capacity to record a journey (or even a trackday, perhaps) in its entirety if you so wish. This one will accept up to a 64Gb microSD card (it comes with a 16Gb card, as well as a USB adaptor/reader), and that will record up to five hours of HD footage (with optional sound, if required, so be careful what you might say...). After that the device overwrites automatically, so in theory you should always have the crucial moments leading up to any incident. (There is also a reset button, presumably quickly to wipe any footage that might incriminate oneself.) To view recordings, simply remove the SD card, plug it into your Mac or PC via the adaptor supplied, and double-click on the appropriate folder to open any of the .mp4 files. Picture quality I would rate somewhere between 'good' and 'remarkable'.

An add-on widget (£39.95) allows the device to monitor the surrounding scene when the car is left unattended – and we are told that it was a BlackVue device in the Aston

Martin that made the news in mid-August, when it recorded a man allegedly 'keying' the parked car in east London. Higher-spec devices in the BlackVue range can even be accessed by mobile phone. The one shown here also has the facility to accept a GPS antenna (£29.95) to record your geographical position – and speed.

I have been in this business long enough to have seen all manner of weird and wonderful gadgets come and go – often, as I have suggested, leaving behind all manner of technical issues for future owners of our cars to solve – but these dashcams seem to me to combine both a genuine need and even a little bit of welcome fun, and I have a feeling that they will become as essential as the smartphones that those of us of a certain age once promised ourselves we would never bother with. And let's face it, without dashcams there might have been no footage of that spectacular air-burst meteor strike over Siberia in early 2013. Record and protect, I say.



Screen grab shows that image quality is more than good enough to record relevant and necessary detail – number plates, for instance. Crucially, time is recorded (bottom left), and possibly position, too

UP A BIT...STOP; LEFT A BIT...STOP

I am a firm believer in the notion that mass-produced vehicles – and I am really sorry about this, guys, but that is basically what we all own, Porsches or not – tend to suffer from what you might call mass-produced faults. Which is one of the reasons why – or so I sincerely hope, anyway – these Q&A pages are useful. Chances are that a sudden and mysterious no-start, or that gradually developing rattle or squeak, has almost certainly baffled or plagued someone else at some point during the last six-and-a-half decades, and will beyond doubt do so again in the future.

I thought, then, that I would devote a fair amount of space this month to what must surely be a relatively common 944/968 technical problem, and especially now that all these cars are getting on a bit. I have encountered it no fewer than three times – once each in two 944s, and once in a 968 – and it clearly struck a chord with a couple of transaxle-car owners I was chatting to at a Porsche Cub GB event a few weeks ago. That sounds like a bit of a trend to me, and the further passage of time is certainly not going to make it any less so.

It's all to do with the water pump. Or, more specifically, to the combination of M6 screws, and studs and nuts, via which said pump is secured to the front of the cylinder block. (Why not all screws, or all studs? Answers on a postcard, please.) If you are lucky, all seven screws, and certainly all four nuts, will – with care, and the deft touch on your ratchet wrench that derives from common sense and experience – come undone without any great difficulty. I am willing to bet, however, that at least one – and almost invariably the screw at the roughly seven o'clock position, next to the small water passage between pump and block, and also the least easily accessible – will be corroded enough to be seized solid: either where it passes

through the pump body, or more likely where it is threaded into the cylinder block itself. (It begs the obvious question why Porsche, cash-strapped though it famously was when these cars were assembled, couldn't have spent an extra few pfennigs per car on a smear of copper grease on the threads. Then again, you will find similar situations in many much more recent models, and no less famously the company is now making literally billions of euros per annum.)

You will, of course, optimistically apply much so-called penetrating oil and quite possibly some localised heat from a gas blowtorch (which, such is both the high conductivity and the large mass of the components, is basically a waste of time; more on this in a moment). And no less surely the screw, which by now will have all the torsional strength of a piece of spaghetti, will sooner or later snap. Sooner, probably. Not a problem in itself, of course – at least then you will be able to remove the pump without any further difficulty – but by the same token you are thus committed to extracting the screw's mortal remains before you can reliably refit the pump (or the brand-new unit that your natural prudence had dictated that you install in its place; don't you wish you had just left well alone?).

The first time I encountered this highly annoying situation must have been 15 years ago, in my friend Karen's 944, when her husband, Martyn, and I were rebuilding the top end of the engine after a cam-belt failure. The second time was in the 968 that later replaced it when, incredibly, the same thing happened once again. On both occasions we naturally tried gripping the fortunately protruding stub with a hefty Mole wrench, and on both occasions it quickly became obvious that stood absolutely no chance of doing the business. But then Martyn, having the luck of the Irish in these

matters, twice saved the day by carefully MIG-welding an M6 nut to the remains of the screw. This not only gave us something by which to apply the necessary torque to it, but must also have very quickly put so much heat into such a small area of the cylinder block that the corrosion on the threads stood no chance of resisting. Result.

Fast-forward 13 years or so, and I found myself faced with much the same scenario in my long-dormant 944 Lux. Unsurprisingly the four M6 nuts unscrewed without any difficulty at all, but with both time and experience on my side – the car had been off the road for several years, so another few months wouldn't make any difference – I tightened them up again, to maintain an even 'pull' on the pump body and thus the seven screw heads, and liberally soaked the latter with penetrating oil for a week or two. Well, it had to be worth a try, didn't it? Even so, it was no great surprise when I finally put my trusty 1/4-inch-drive Snap-On socket and ratchet on the job, and almost immediately that last screw snapped like a farm-fresh carrot. Fortunately there was sufficient thread remaining to screw on two M6 nuts, and attempt to use those to undo the screw, but once again the stub simply snapped, obviously this time much closer to the block.

I will spare you the grisly and frustrating details of how, in the course of trying both to heat and suitably firmly grip the quarter-inch or so of protruding metal, I reduced it to little more than a mere pimple on the surface of the block. Suffice it to say that by that stage – earlier this year – it was obvious that it was going to need to be drilled out, and most likely a thread insert fitted. (Larger studs or screws, and especially where there is easier access, can sometimes be drilled such that the original threaded hole remains entirely intact, but I would defy anyone to be that accurate on



Forgive any lack of resolution on these photos, but perforce some were taken on an iPhone. Often it was the only camera that I could get even close to the job. Pretty obvious what happened: screw breaks (top left), so I attempt to undo stub with two nuts – and it breaks again. Even tried (*very* carefully!) chiselling the thing to get it moving (top right). Water pump itself considered as drilling jig, but then dismissed. Impatient freehand attempt (above) could have been disastrous. Then Neil Bainbridge lent me this clever gadget (above)

something this small, and certainly not without first removing the engine from the car.) How, though, not only to 'start' the drill in exactly the middle of the tiny and irregular stub, but also then to keep it perpendicular to the front face of the block? Get that badly wrong and it would be game over.

My first idea was to try to use the old water pump itself as some kind of drilling jig, but I quickly dismissed that on the grounds that the relevant hole through the light-alloy body was itself rather too large to provide the necessary accuracy. A Porsche specialist I mentioned it to suggested that it might be possible for him to modify the pump such that it would do the same job, but in truth it would still have been difficult, if not impossible, to be sure that I really did have the drill centred correctly. Then another brainwave. Why not use the new gasket I had bought (or a 100 per cent computer scan of it, actually) as a template from which to have an engineering shop make me a small but suitably thick plate, which I could firmly attach to the block via two or even three adjacent 'good' holes?

I mentioned the idea to the ever-resourceful Neil Bainbridge at BS Motorsport – with hindsight I don't know why I didn't simply ask his advice way back in the beginning – and, needless to say, he immediately came up with something even better. 'Oh, I've got a purpose-made tool for jobs that,' he smiled. 'Would you like to borrow it?' Is the Pope a Catholic? What he came back with is the device shown in the accompanying photos. Made by German manufacturer Klann (part of the Gedore Tools group), it has essentially three adjustable 'legs'. Carefully screw two of them accurately and firmly to your workpiece, position the third such that the relevant hole is directly over the area to be drilled, lock off the socket-head screw in the centre, and away you go. Also provided are a number of

bushes of varying internal diameters to suit the fixings being used, and not least several mandrels accurately to centre the required drill bit.

So far, so good. But how, though – other than by eye, which in my case is most definitely *not* a good idea – to set it all up such that the drill would be dead-centre? (I had already very carefully filed down the aforementioned pimple, almost flush with the surrounding surface, and optimistically but impatiently attempted to drill the stud 'freehand'. Fortunately I had given up as soon as I realised that I was about to mess it all up in a very big way, but that still left me a spurious small hole that would tend to pull any other drill bit off-centre.) Another brainwave. Stored in the depths of my garage was a spare 944 cylinder block, fortunately with all 11 of the water-pump mounting holes fully intact. I could use that as my 'master' pattern, accurately setting up the third leg of the jig with a suitable mandrel and drill bit, locking the centre screw, and then gently transferring the entire assembly to the work-in-progress block.

And that, I am naturally delighted to say, was pretty much it. Progress was held up for another day or so, until I had bought myself a set of decent cobalt drills, and to the very last moment I could hardly believe my luck when the bit that I needed smoothly and seemingly accurately penetrated the offending stud like the proverbial knife through butter (I used a piece of bright-red tape wrapped around the bit as a depth indicator), but as soon as I unbolted the jig it looked like it had done exactly what was required of it. In fact, the resulting hole was necessarily just a little too large for one of the standard M6 Würth Time-Sert inserts that I was planning to use (the weapon of choice in these circumstances for good Porsche repairers everywhere), but Neil Bainbridge had an answer for

that, as well. 'I've got some Big-Serts,' he said cheerfully. 'The same internal size as a standard M6 item, of course, but with a slightly larger external diameter.' In the event he generously gave me the very last one he had in stock at the time – 'So you'll have only one chance to get it right!' – but once again luck must have been on my side because, in spite of my relative lack of experience with these clever little devices, and my innate ham-fistedness in such matters, it all went swimmingly. (More on how to use Time- and Big-Serts soon; clearly I am running out space here.)

You, too, will be wanting one of those Klann drilling jigs, then. No, trust me, you *will* be wanting one of those Klann drilling jigs. If not now, then some time soon enough. They are available to order through good motor factors, I am told, but probably the best bet for UK-based readers is either to contact the company's distributor in Skipton, North Yorkshire (01756 706700), or else to go straight to its website at www.klanntools.co.uk. That features a full – and I do mean full – on-line catalogue, also downloadable as a PDF, and I would be very surprised if within it you didn't find many, many other similar items that as a conscientious and caring Porsche DIYer you couldn't possibly live without. The drilling jig I am talking about here bears the reference number KL-0185-5, and although listed at £664.52 plus VAT typically costs around from around £511, again plus VAT. So it is by no means inexpensive, then, but immeasurably quicker and more cost-effective than would have been any of the alternatives – which at one point was either taking the engine out for a specialist to tackle the job, or perhaps trailering the entire car. Or maybe even buying and fitting another complete engine. And surely your cherished Porsche deserves only the very best?



Spare 944 cylinder block, with requisite three holes all good, allowed Klann jig to be set up correctly (top left), then all I had to do was unbolt it – obviously without disturbing the centre leg – and secure using corresponding two holes on the workpiece. Drill hole to required depth and slightly oversize diameter to clean up damaged area, install so-called Big-Sert, and it was beginning to look like I might actually snatch victory from the jaws of defeat. Remains to be seen whether joint is water-tight, but I have every confidence in it

912 SPEEDO CABLE MANAGEMENT

Q Sadly the speedometer in my 1968 912 has stopped working. I'm guessing it must be the cable that is at fault, rather than the instrument itself, because the odometer simultaneously failed, as well – and the speedo needle had been rather erratic for the last few hundred miles. Can you give me some idea of what is involved in replacing the cable, please? Is it a realistic DIY proposition, or should I just take the car to a good Porsche specialist?

Michael Hone

A Robin McKenzie, Auto Umbau: I have no way of knowing how adept you are at work of this nature, and thus what you would consider to be 'realistic', but the fact is that the task is more awkward and time-consuming than actually difficult. You don't even have to jack up the car for access to the gearbox end of the cable – although doing so (safely, of course) would undoubtedly make at least part of the job a little easier.

The cable runs forward from the gearbox, through the central tunnel, and then up through a hole in the underside of the scuttle into the luggage compartment, where it curls round and is connected to the rear of the instrument. It is secured to the transmission casing by a hexagonal light-alloy threaded collar (24mm open-ended wrench), and to the speedo via a simple circular threaded collar. That has ribs on it to allow you to grasp it by hand. Unfortunately, however, the cable is also – or should be, anyway – secured to the inside of the tunnel with bent metal tags, in company with the various

other wires and cables passing through that, and you will need carefully to release these, too.

Start by undoing the screws securing the access panel behind the front seats, and then, after lifting the carpet as necessary, remove the handbrake and the gear lever (13mm setscrews for both). Note that the handbrake must be in the released position, but also that unless you slacken its own actuating cables it will still be under some tension. You may have to 'help' it back into position later by carefully levering it forward with a screwdriver or something similar. Remove the carpet beneath the pedals, and then the cover over the front end of the central tunnel.

Reach in to the apertures in the tunnel, as required, and gently uncurl the aforementioned metal tags. It will be evident when you have found them all by virtue of the cable's freedom of movement. Undo the two end-connectors – neither should be overly tight, although you might have to use a pair of water-pump pliers on the smaller one at the front – and then pull the cable through into the passenger compartment. Back underneath again, gently pull the cable in its entirety back towards the rear of the car, obviously stopping to investigate any temporary snagging, rather than simply yanking it. Make sure, too, that you remove any broken pieces of cable from either the output housing on the gearbox (as here, and this seems to be where they most often break) or from the back of the speedometer.

Fitting the new cable is essentially a direct reversal of this process, although naturally it is a little more time-consuming to poke and thread the front end back

through the various holes and grommets, at the same time making sure that it is correctly routed inside the tunnel. Just take it slowly and steadily – and don't forget to bend over those metal securing tags again. Reconnect the cable's two end-fittings – little more than finger-tight is necessary – and replace the handbrake and gear lever and so on, and the job should be done.

Brand-new from Porsche, a 912 speedometer cable will cost around £75 including VAT. I seem to recall that there used to be two different part numbers, with one cable slightly longer than the other, but now just a single item does the job for all of these cars. There is no point looking for a second-hand part, in my opinion. You will save very little, and there is the obvious risk of it breaking, just as the first one had done. If you do decide to farm the job out to a specialist, reckon on about an hour's labour.

Connection to the 912's speedo is easily reached from under the front lid (top row of photos), although you might need water-pump pliers gently to grip the ridges on collar. (Not quite as accessible in 911s due to more complex heating and ventilation system, but still possible.) Cable enters the cabin via a grommited hole in the bulkhead beneath the fascia, and then passes into the central tunnel (arrow shows metal tag bundling it together with other wires and so on; see text). Remove angled panel at the front end of the tunnel, plus gear shift, handbrake lever, and the additional panel behind the seats. Rear end of outer cable is secured to the gearbox with a 24mm hexagonal collar. Slotted inner cable engages with a matching peg inside the transmission; the break was just a couple of centimetres from it. Obviously make sure you retrieve all broken pieces before trying to fit new cable



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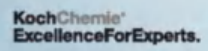
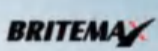
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Emerald Detailing is owned and run by Francis Maloney. Emerald Detailing was born out of a desire to offer first class detailing services, using only the finest products, to give the client excellent value for money. Francis has worked on some of the most exclusive cars in the world, such as the first 918 and 991 GT3RS delivered to UK customers. Emerald Detailing is based in Warwickshire and provides a national mobile service.



Francis is also a Gtechniq approved detailer, and as such is able to offer their full range of coatings. This includes Crystal Serum, which is only available through approved detailers.

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NEW CAR PREPARATION

TIME REQUIRED: 6HRS TO 3 DAYS DEPENDING ON CONDITION

Paint protection coatings? They're largely a money-spinner devised by dealerships. However, a new generation of ceramic coatings really do live up to the hype. For ultimate protection, though, we watch on as paint protection film is applied to a 991 GT3 RS

One would imagine every car nowadays to be in concours condition when collected sparkling new from the dealership. Alas, with mainstream dealers, this is very rarely the case. Reasons vary from lacklustre factory preparation to an over-zealous pre-delivery wipe down from an excited salesman looking forward to his commission come month-end. This is often worsened by the application of 'paint protection coatings' of one type or another, which are usually applied by whoever happens to be at a loose end in the dealership that afternoon. For years these coatings have been a real money-spinner – the products cost around twenty pounds, plus two hours of the photocopy boy's time at the contemporary minimum wage – the £300 to £800 charged is predominantly profit.

Some were happy with the short-lived gloss, a little box of 'specialist' care shampoo in the boot, and a paper guarantee for 'X' years that, legally, could be described as Emmental. Thankfully the veil of mystery has been lifted, and now there is a plethora of advanced products and highly qualified professionals to apply them, and many dealers either outsource to professional detailers or can deliver the car to a detailer prior to the customer taking delivery. In the early days one would protect a car's paintwork with organic wax. This was superseded by polymer sealants in the 1980s, and this decade has seen the introduction of ceramic coatings. While their precursors still have their place in car care, ceramics really do take the biscuit when it comes to protective qualities. The only tougher form of protection from stone chips and abrasion comes in the form of plastic wraps that can be applied near-invisibly over vulnerable surfaces.

We were invited by PVD member Francis Maloney of Emerald Detailing to watch the first GT3 RS to be delivered to a UK customer to have its bold lava hues protected. Francis can normally be found in Leamington Spa detailing Aston Martins, he has quite a following in AM circles, but he can be tempted to lend his expertise to our favoured Teutonic cars on occasion. Francis works closely with Paintshield and is Gtechniq Authorised,

detailing supercars prior to paint protection film (PPF) being applied at the former's HQ in Peterborough. For this magnificent motor car he has teamed up with Nick White of S.L. Restoration in order to meet the customer deadline.

As with all detailing, preparation is key, and this car had everything from sanding marks to fine swirls, all of which were meticulously machined out prior to the application of Gtechniq Crystal Serum and EXO V2 on surfaces that weren't due to be covered in PPF by Paintshield. The GT3 RS has a lot of carbon and polymer parts which benefit from protection just like the painted surfaces, so Gtechniq C1 was applied. Choosing which ceramic product to use really depends on what qualities are most important, your budget, and the advice of your local detailing professional based on the type of car and how it will be used. Some products excel at creating gloss, others have extreme hardness ratings (thus offering greater resistance to abrasion and consequential swirl marks), some focus on longevity, and some on ease of application.

Preparing and protecting the painted surfaces is the most time-consuming part of the service, but the team also protected the glass with Gtechniq G1 which acts as a hydro-phobic rain-repellent, aiding vision in British weather – particularly useful on a car as fast as this. The gorgeous centre-locking wheels were protected with C5, which ensures they will be easy to clean, though the PCCB brakes fitted here have the added advantage of not producing brake dust like conventional brakes. Inside, the leather and Alcantara was also treated, adding stain and fade resistance – though not wanting to befuddle anyone with yet more Gtechniq product codes, for reference Gtechniq L1 and I1 were used for this job.

The PPF itself was to be applied the following day, but we were able to watch it being applied skilfully to a marginally less exclusive 991. We were mesmerised by the whole process. The film itself was cut on-site from electronic templates Paintshield themselves create for each model and derivation of car. This is then laid on the car with lubricating fluid sprayed very liberally to ensure it is perfectly aligned. All the air



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As ever it's all about the prep. After all, there's no point in applying paint protection film to a substandard surface. Below: Pre-cut film being applied to a black 991

bubbles and creases are meticulously removed, prior to a second solution that activates the adhesive being applied. The end result was invisible. Literally. The paint looked as bright and glossy as before, and there were no unsightly seams or edges spoiling the lines.

After two days the GT3 RS was as protected as possible, ensuring the chemicals, UV radiation, and light abrasion it will surely encounter won't detract from its appearance or value for years to come. **PW**

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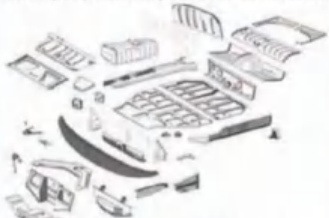
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WHAT TO PAY:

There is only one certainty with 356 prices right now, and that's big numbers. The cheapest car that we could find (see p136) was for £79,995, which is something of a bargain. Most cars have a POA next to their description, which means a price well in to six figures. If we were going to hazard an average price, then we would pitch in at around £150,000 for very good coupes and Cabriolets, rising to £250,000+ for Speedsters. Price aside, once you do have your 356, they are relatively simple to run and really quite cost-effective. The original and best.

When you look at the current range of Porsches, it's hard to imagine that the company started out in

life as a manufacturer of relatively simple sports cars based loosely on the Volkswagen Beetle concept.

The original batch of 49 cars built at Gmünd in Austria provided the stepping stone for Porsche to enter the world of mass-produced sports cars, beginning with the first 356s (known as 'Pre-A' models) in 1950 and continuing with the much-loved 356A, which was launched in 1955.

The 356A remained in production until 1959, at which point it was replaced by the 356B. This was a revised model with superior levels of trim, better brakes and subtle changes to the exterior, all of which helped make it look a little more up to date.

In 1963, the 356B was itself superseded by the 356C, which many regard as very much a stop-gap model ahead of the launch of the 911 in 1964.

Hardcore Porsche enthusiasts will always tell you that 'earlier is better', and that as the 356 developed, it lost some of its charm. Well, that's true to a certain degree, for the Pre-A models were very delicate and a delight to drive. But they do feel very 'old' by today's standards, and are far from ideal for use as regular transport. By way of

contrast, 356Cs are often thought to be too modern to suit the purists' tastes, while the 356B was seen as being only a modest step-up from the 356A.

So the 'A' it is... It's a wonderful car to drive, with the second generation (T2) model being the best of the bunch. It's fun, stylish, reliable and – while we hate to talk in such terms about our favourite cars – a far better bet than money in the bank.

PRODUCTION & MODELS

The very first model to bear the Porsche name (back in 1948) was the car generally referred to as 'No.1' – snappy, huh? The first production models – 'production' being a relative term, as only 49 were built – were built in an old sawmill in Austria and are known as 'Gmünd Porsches'.

In 1950, Porsche began production proper of what has become known as the 'Pre-A' 356 – that's an unofficial title, but one that has proved popular as it helps define the model's history. Some 10,466 Pre-As were built up until 1955, of which 7157 were coupés, 1409 cabs and 1900 Speedsters.

In 1955, the first generation 356A was launched, with some 8465 being built up until 1957. The second generation – T2 – version as featured here was more popular, with a total of 12,193 hitting the road. Of these, 7225 were coupés, 2475 cabrios, 1163 Speedsters and 1330 Convertible Ds

– the latter was the replacement for the bargain basement Speedster ('D' representing 'Drauz', the company which made the bodies). The 356A was replaced by the 356B for 1960.

STYLING/BODYWORK

Has there ever been a more beautiful car than the Porsche 356? OK, beauty is, as the saying goes, in the eye of the beholder, but few would argue that these early Porsches were anything but stylish.

The original design was the work of one Erwin Komenda, who is also credited with the finished appearance of the legendary VW Beetle. Komenda's drawings showed a wind-cheating coupé whose curves flowed sinuously from front to back in an unbroken line. It was a timeless form that would remain essentially unchanged for 15 years.

The 356A was basically a 'cleaned up' version of the previous Pre-A model, with a more modern look. Porsche has always lived by 'evolution not revolution' and no car better illustrates this than the 356A. The T2 version of 1957 looked little different to its forebears. But then it has always been difficult to improve on perfection....

INTERIOR

Slide into the driver's seat of a 356A and you're entering a different world to the one in which we live today. Airbags? No chance.



Interior is cosy, the front seats practically touching. Careful when changing gear or you'll be grabbing your passenger's knee! Massive near vertical steering wheel and wand-like gearlever both a joy to use

Seat belts? Only if they've been retro-fitted by a previous owner. Padding? OK, just a little along the top of the otherwise painted dashboard.

The three main gauges are all easy to read and, in typical Porsche style, the tachometer is set directly in front of the driver, behind the quaint two-spoke steering wheel. All the switches are tiny and scattered – ergonomics were uncharted territory back then – but that somehow adds to the charm.

The seats are deep, sumptuous and unsupportive. But who cares – this is a car to savour on a summer evening, not thrash round a track...

ENGINE

If you think the Porsche 356A engine appears to be little more than a dual-carb version of the VW's air-cooled flat-four, you'd be wrong. It's a far more sophisticated design, with virtually no shared components.

Available in both 1300 and 1600 form, the T2 A engine was a pushrod design with the camshaft located below the crankshaft in the three-piece crankcase. The cylinder heads featured two valves per cylinder, operated by rocker arms, fed by dual Zenith twin-choke carburettors.

There were four engines (five, if you

include the exotic four-cam Carrera motor) on offer: 1300, 1300S, 1600 and 1600S – that's 'S' for 'Super'. The basic ('Normal') 1300 produced 44bhp, while the Super coughed up 60bhp. The larger 1600 and 1600S versions produced 60bhp and 75bhp, respectively.

This may not sound like much but bear in mind these cars didn't weigh a lot, so even with 60bhp, the 1600 Normal was capable of just over 100mph and 0–62mph in a shade over 15 seconds...

TRANSMISSION

The 356A's transaxle (that's a combined transmission and final drive unit) features four forward speeds, each with synchromesh. The Type 644 transaxle was introduced in September 1957 with the advent of the T2 model and is a 'tunnel case' design – ie, it featured a one-piece casing, as opposed to the former two-piece design. This unit was upgraded in 1958, the improvements warranting a new model number: Type 716. Most gearboxes are long-lasting and sweet-shifting as long as they are treated with respect...

SUSPENSION

Ferdinand Porsche loved torsion bar suspension. At the front, the 356A featured two parallel sets of multi-leaf torsion bars,

Simple elegant shape that still resonates today. Even now you can see elements of the 356 profile in the current 911

SPECIFICATION

Porsche 356A

Engine: 1582cc, flat-four
Transmission: 4-speed manual
Max power: 60bhp at 4500rpm
Max torque: 81lb ft at 2800rpm
Brakes: Drum brakes, 280x40mm front and rear
Wheels & Tyres: 4.5Jx15in front/rear, 5.60-15 Sport tyres front/rear
Weight: 850kg
0–60mph: 15.5secs
Top speed: 99mph

WHAT THE PRESS SAID

"Any 1600cc coupe which can accelerate from a standstill to 90mph in appreciably under 30 seconds (28.8 to be exact) and reach a mean maximum approaching 110mph, must be considered a sports car."

Autocar, 1960

"Having quite a personal liking for a car which can be 'wished' around corners without appreciable physical 'steering' my first reaction was to prefer the handling of the 1955 car to the slightly more 'Americanised' controls of the 1956 model."

The Motor, 1956

PARTS PRICES

(Prices supplied by grouptyre.co.uk and carparts911.co.uk)

Tyres: £95.00
Brake shoes (set): £115.00
Ignition coil: £25.50
Dampers: £140
Clutch kit: £318.00

SERVICING

(Price supplied by Northway Porsche: northwayporscheld.co.uk)
Major service: £175.00
Brake fluid change: £50.00



TECH: BUYERS' GUIDE

at the ends of which were trailing arms which, in turn, carried the stub axles. Steering was via a worm and peg steering box from ZF. At the rear, a pair of splined torsion bars ran transversely across the car, one on each side. At the outer ends were trailing arms, (known as spring-plates, because they were designed to flex), which attached to the outer ends of the driveshaft tubes, resulting in a swing-axle system..

WHEELS AND BRAKES

There were no fancy aluminium wheels back then, just slotted steel rims all round, with chromed hubcaps. Tyres were 5.60x15 crossplies originally, but most cars are more commonly fitted with 165x15 radials today.

Braking is by way of large (280mm, or 11-inch) aluminium drums with cast-iron liners. These brakes are superb when working well but they are prone to going out of round if corrosion forms between the liner and the main casting. A judder through the brake pedal is a sure sign of this problem rearing its head.

WHAT TO LOOK FOR

No matter how charitably you might talk about cars from the 1950s and early 1960s, there is no getting away from the fact that rust is a major problem.

You only have to look at a bare 356 bodysell to see that it was designed in the days before anyone really gave rust a second thought. Poorly-welded body seams,

inaccessible dirt traps – you name it, the 356 has got it.

But don't let that put you off. If you feel brave, you can buy virtually every body panel you'll need to carry out a restoration – be it an adventurous home-spun project or a professional rebuild. But be warned: a pro restoration of a 356 can be an extremely costly business.

Mechanically these cars are pretty good, as long as they're maintained correctly – don't forget they date back to a time when you were expected to grease suspension and steering joints at every service. And that air-cooled engine will require regular oil changes, too – along with keeping an eye on valve clearances and ignition timing.

Although they may look like a Volkswagen engine, 356 motors are a different breed and it takes some skill to carry out a proper rebuild. Parts are available but some prices may make your eyes water. Check engine numbers carefully – it's very easy to swap engines between models...

Interior trim is costly to replace and beware a freshly tarted-up interior (new carpets, etc) as this may be a simple ruse to divert attention away from more serious problems. If there was ever a case for seeking expert advice, then this is it. If you're not totally *au fait* with your early Porsches, contact one of the well-known specialists first. Most cars on sale in the UK will be known within the scene. Don't be shy – ask before you buy. **PW**

Below: It's an engine, but not as we know it! Simplicity itself, this 356A Super engine produces 75bhp, enough to propel the lightweight 356 to beyond 100mph

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1957 356A
100,800 miles Meissen Blau
samuellaurance.com
£79,995

1959 356A Super
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4starclassics.com
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karmannkonnection.com
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“ Mechanically these cars are pretty good, as long as they are maintained correctly ”



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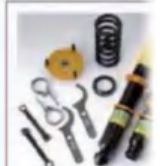
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TRIED & TESTED

With 911 & Porsche World's consultant editor, Chris Horton

911 CARRERA 3.6 TARGA (993) 1996/'N' 83,009 MILES £41,995

Not everyone's cup of tea, the 993 Targa – and not a car that I would rush to buy. But it is the last of the iconic air-cooled Porsches, and with its higher-performance 'siblings' – RS, Turbo and particularly Turbo 'S' – today all heading for the half-million-pound mark, anything of even vaguely the same ilk will surely not lose value any time soon. And that sliding glass roof does give it both the versatility and the individuality that you just don't find in the mainstream, run-of-the-mill coupé or even Cabriolet. (Interestingly, the last 993 Targa I can remember featuring here in *Tried & Tested* was another 'N'-reg Polar Silver car, also with Tiptronic, in the November 2010 edition. That, with 38,000 miles on the clock, was on offer for what today seems an implausibly low £29,000.)

Worth a look, then. And if you do so because you genuinely want a 993 Targa, then I don't think you will be disappointed. Northway has an eye for a Porsche with potential, and preps them well. This one came in for a service last February, but its then owner – who'd had the car since 1998 – elected to sell it when the list of primarily cosmetic 'advisories' grew too long for him, and Ray and his team happily took it on. The result was a substantial bodyshop bill for repairing the right-hand 'A'-pillar where the door check-strap had broken free (as they frequently do, until fixed properly), removing the bumpers, engine lid and bonnet, all handles and other relevant trim, and repainting the lower part of the body to eradicate scratches, stone-chips and parking dents. The windscreen came out, too, for attention to the minor corrosion in the surrounding metalwork (another very common 993 issue), and the car was then reassembled. The same paint specialist – Riviera Autobody Ltd in Grazeley, near Reading – also refurbished the four split-rim 17-inch wheels – specific to the Targa, of course – and the black brake calipers.

Thus we have a vehicle that, while not perfect, looks pretty smart for its 19 years. There remain traces of paintshop dust here and there, but better than rust. A few hours' cleaning, vacuuming and general detailing – the kind of fettling you tend to do whenever you buy any 'new' car – will work wonders. Whether you will ever be brave enough similarly to clean and detail the diverse elements of the Targa roof is another matter – and it functions just as it should – but I must record that the two internal side trims show evidence of their leathercloth coverings peeling off. And it would be only prudent to budget for future maintenance and perhaps even repairs to what is a pretty complicated structure.

The only other negatives of any note are the non-functioning air-con (most likely a condenser failure; Northway will soon fix that) and a combined (very slight) higher-speed wheel wobble and a somewhat more noticeable juddering under braking. (Which is odd, because the front discs look quite new. But again I am sure Ray will attend to that.) I would be inclined to have the Tiptronic shift lever looked at, as well. At the moment it is rather stiff, and hard to



tell by looking at it precisely which position it is in, although that might grow easier as you became accustomed to it. Oddly, too, the key is not the easiest to insert in the ignition/steering lock. Unsurprisingly the driver's seat is beginning to show signs of wear and tear, mostly on the right-hand side of the squab and lower backrest, but again that should respond to one of the refurbishment processes now available. That apart, the interior is fine: basically clean and tidy (if again a little dusty), and as usual in a 993 just a nice place to be.

No obvious mechanical problems, other than that brake/wheel judder, and no sign of oil leaks from beneath the power unit – which, because of the car's age, is the later 285bhp Varioram motor. The rear undertray is correctly secured, and the exhaust looks good. Again the engine compartment itself could be a bit 'brighter' (likewise, in the same general area, the external rear reflector strip), but given the recent Northway service that wouldn't worry me. Calipers, as I have suggested, look new, ditto the rear brake discs, and the refurbished wheels are spotless. Tyres are deeply treaded ContiSportContact 2s, and dating from mid-2010 and mid-2014 at front and rear, respectively. The struts for both the front and rear lids are hale and hearty, and beneath the former is the usual complement of space-saver spare and tools, and a newish-looking Bosch battery.

It's a nice car to drive. Any performance shortcomings as a result of that Tiptronic transmission are more than made up for, I think, by the consistency and precision of the gear shifts (and you have both the floor-mounted lever and the buttons on the steering wheel, remember), and although its overall persona is more grand tourer than road racer it has plenty of grunt if you ask for it decisively enough. No squeaks or rattles from beneath – although there is no getting away from its inherently less rigid structure, compared to the coupé – little or no obvious wind noise from the roof, and basically just a good, honest modern classic that should quickly endear itself to anyone who truly 'gets' it. **PW**

Varioram-engined 993 in Polar Silver has standard Targa split-rim wheels with locking nuts, plus Litronic headlamps (and washers) and rear windscreen wiper. Transmission is the four-speed Tiptronic automatic option, with floor-mounted shift lever but also later-style buttons on the steering wheel – a great combination that enables the car to be hustled along satisfyingly smartly. Inside, you get driver and passenger airbags, 'ruffled' black leather, fully electric seats (with heating, too), air-conditioning, trip computer, Sony radio/CD player, a four-cassette storage unit at the rear end of the centre tunnel finisher, and not least a Hamilton & Palmer alarm and immobiliser system. The car has recently undergone a major repaint (prompted by the not unusual requirement to repair the driver's door check-strap mount), and the same bodyshop refurbished all four wheels and brake calipers. Good MoT-test and service history – the latter at what was then AFN London and Guildford, then (from 2010) Northway, and the car has recently had a full service at the last-named – which included one new lower camshaft cover and gasket to rectify an oil leak

CHECKLIST

BACKGROUND

An entirely standard 993-model Targa. First registered in March 1996, and thus has the later 285bhp/340Nm engine with the Varioram induction system. (Earlier cars had 272bhp and 330Nm.) Three owners from new: the first for just a year, the second from 1997 to 1998, and the third from then until he sold it to Northway, as something of a project, in February 2015. No MOT certificate at the moment, but as usual for all Northway cars will leave with a full year's 'ticket'

WHERE IS IT?

Northway Porsche is conveniently close to Junction 12 of the M4 at Grange Place, Grange Lane, Beenham Industrial Area, Bath Road, Reading, Berkshire RG7 5PT; tel: 01189 714333; www.northway.co.uk

FOR

It's a 993. Not quite as desirable as a 3.2, or now maybe even certain 964s, but as an example of what was famously the last of the air-cooled 911s has a huge cachet none the less. Great build-quality, good colours both outside and in, and a modest but sensible set of fixtures and fittings. Fair mileage, detailed service history, and has recently benefited from both a full repaint and some minor attention to the roof-blind mechanism

AGAINST

It may be a 993, but it is also a 993 Targa Tiptronic: total anathema to many enthusiasts (who, it must be said, may be missing the point completely). Basically satisfyingly clean and tidy – and no doubt mechanically strong – but also needs a little more cleaning and detailing

VERDICT

Buy this car because you want a 993 Targa Tiptronic, for what is clearly now the going rate, and you should be quite happy. A Carrera 2 coupé with manual transmission it is plainly not, however

VALUE AT A GLANCE

Condition	●●●●●●●●
Price	●●●●●●●●
Performance	●●●●●●●●
Overall	●●●●●●●●

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P1015/016

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P1015/018

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Having accumulated while building my '70 914-6, as a 'package' for \$4500 + shipping. Payment: bank wire transfer or personal check (will ship after clearance). 911.613.904.01 (1): Steering lock with buzzer contact with stipulated key (includes 4 keys). 914.613.303.10 (2): T/S switch NLA. 914.613.302.10 (1): Wiper switch NLA. 914.563.082.11 (1): Roof catch rear right (new gen Porsche) NLA. 914.563.081.11 (1): Roof catch rear left (new gen Porsche) NLA. 914.552.501.10 (1): Inner glove compartment (used) NLA. 914.559.258.10 (1): Grille chrome, right, not for additional fog lights (new) OEM NLA. 914.559.257.10 (1): Grille chrome, left, not for additional fog lights (new) OEM NLA. 914.531.822.10 (2): Door seal, inner right (new). 914.531.821.10 (1): Door seal, inner left (new). 914.531.813.10 (1): Door seal, outer left (rough shape). 914.531.814.10 (1): Door seal, outer right. 914.559.265.10 (1): Roof pillar lining, left. 914.559.266.10 (1): Roof pillar lining, right. 914.563.039.10 (1): Seal, windscreen frame (new genuine Porsche). 914.631.934.11 (2): Lens, US front turn signal (no screws). 914.531.037.10 (4): Door support (used). 914.563.077.11 (1): Roll bar gasket (new in bag from 914.rubber.com). Steel roller door stay repair kits (2). Rear bumper plug, chrome, perfect condition. 911.731.015.40 (1): Sun visor support, left (new). 911.731.016.40 (1): Sun visor support, right (new). Tel: Frank Gregg, 001 828 692 3178. Email: greggfm@bellsouth.net (USA).
P1015/001

PARTS



Porsche 911 space saver spare wheel
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Pirelli P Zero Tyres (nearly new) (2014)
Pirelli 255/45 ZR 19 100Y and 285/40 ZR 19 103Y, two of each for sale, they are in perfect condition driven only approx 400 miles, they were fitted on a Porsche Panamera Turbo 2014 model and came with the new car. Tel: 07979 530901. Email: dan@hoij.co.uk.
£350

P1015/031

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Front 8J x18 ET52 99636213650, tyre Pirelli P Zero Rosso 225 x40 ZR 18 N4; rear 10J x18 ET65 9963621405, tyre Pirelli P Zero Rosso 265 x35 ZR N4. Tel: 01603 424394. Email: carol.marney@ntlworld.com (Norfolk).
£750

P1015/032

TRIED & TESTED

With 911 & Porsche World's consultant editor, Chris Horton

911 CARRERA 3.2 SPORT CABRIOLET 1989/'F' 82,782 MILES £39,995

An automotive iconoclast I may be, wary of the adulation often thoughtlessly heaped upon certain Porsche models, but even I was charmed by this lovely 3.2 Cabrio. Both the time and the place helped – a summer afternoon on the Lambourn Downs in Berkshire; an icy December morning on London's North Circular would be rather less enjoyable – but there is surely no denying that, again for those who truly 'get' these cars (see the previous spread), it will tick all the boxes.

Structurally and mechanically it seems close to perfect; cosmetically very nearly so. And this is a seven-owner 26-year-old, remember. The front bumper has been resprayed – as part of Maundrell & Co's preparation process – but the remainder of the paint has just enough minor blemishes to suggest itself to be original, and all the better for that. There is one small corrosion bubble, just below and to the side of the left-hand headlamp, but all the other well-known pre-964 trouble spots ('B'-posts, rear wings over the lights etc) seem fine. Shame about the collection of chips on the leading edge of the left-hand rear wing, above and behind the door handle, and the seemingly slightly darker shade of red on the two headlamp trims, but both of those should be relatively easy to sort out. Likewise the circular cut in the centre of the front bumper's otherwise new-looking rubbing strip. But I could live with the almost imperceptible dent in the shell of the right-hand door mirror, and I even quite like the fact that the red section of the engine lid has faded very slightly; it's just all part of the car's overall character.

The hood – here power-operated; truly a valuable option – and interior are great for their age, too. The former shows some minor abrasion around the pivot point above and behind the left-hand window, and the plastic rear window is opaque enough to render the interior rear-view mirror almost useless, but again there are plenty of specialists who could fix that. Or you could simply lower the roof and drive *al fresco*. And it is particularly nice to see a Cabrio whose hood doesn't foul the leading edge of the engine lid as you open the latter – and also that the tonneau cover has survived, complete with its storage bag. Many of those have gone AWOL over the years. Predictably, the hood's door-



window seals are rather frayed, but Maundrell will be replacing those. Inside, the Linen leather (with red piping) is generally good, with just a little bit of refurbishment necessary on the driver's seat and the gear knob, but again that will be done by the time you read this. The fascia top is in excellent shape, likewise the rear seats, the matching beige carpets (overmats all round), and the steering wheel. All very uplifting, basically. I note a previously repaired tiny tear in the fabric on the left-hand side of the lower centre console, but that's hardly a deal-breaker.

The engine is clean and leak-free, sounds (and smells) wonderful, and pulls with its usual mid-range vigour – aided and abetted by a smooth clutch and not least the later G50 gearbox; another major plus for this car. The exhaust looks rather rusty, but that could be simply a good excuse eventually to buy a stainless-steel system. There's what appears to be a new battery – it certainly swings the engine over with alacrity – and the reassuringly smooth brake discs, just about visible through the spokes of the newly Bridgestone-shod Fuchs wheels, are as strong as the power delivery. No dramas on either the handling or steering fronts – the latter is particularly 'touchy-feely' – and for a sports car the ride is as good as many a modern up-market saloon's. Indeed, overall the car feels incredibly strong, and with due care certainly good for another 26 years. **PW**

Still looking almost as good as it did way back in that long, hot summer of 1989, this 3.2 Sport Cabriolet has all the classic attributes to set many an enthusiast's pulse racing, including Guards Red paint, Linen leather (with red piping), and the later and much-improved G50 gearbox – and were it a coupé might well be up for £50K. Perhaps even £60K at some ambitious dealers. Equipment-wise you get a power-operated hood, manual and electric Sport seats, overmats, headlamp washers, driving lamps, Sport front spoiler, Sport dampers, and obviously those glorious, iconic 16-inch Fuchs wheels: 6.0J and 8.0J at front and rear, respectively, and all four in exemplary condition. New Bridgestone S-02 tyres, too. There's a JVC radio/CD player (a KD-G202, to be precise) with a total of eight speakers, and a Cobra Category 1 alarm/immobiliser system. Space-saver spare wheel and tools are all present and correct in the front compartment, and both front and rear lids stay open as they are supposed to – no time-expired support struts here. There is a well-presented service history, a full set of handbooks (one for the radio, as well) and not least some spare keys. Car is predictably good to drive, too: classic 3.2

CHECKLIST

BACKGROUND

Drop-top derivative of the iconic and now intensely sought-after Carrera 3.2. As a 1989 model (1st June) has not only the vastly better G50 gearbox, but also much else as standard equipment, including central-locking and not least the later rear lights with integral fog-lamps. And as an '89 Sport comes with both 'sixes and eights', ie 16-inch Fuchs wheels, and a lower front airdam. Seven owners to date, the last since 2003. Early history with Lancaster Bow and, from 2001, independent Steve Bull in Devizes

WHERE IS IT?

Maundrell & Co is in Letcombe Regis, Oxfordshire OX12 9LJ; tel: 01235 762033; www.maundrelland.co.uk. Best allow yourself time to admire all the other cars routinely in stock and to enjoy a test-drive on the adjacent Downs

FOR

All the obvious points, and not least that it's a G50 Carrera 3.2 Sport in Guards Red with Linen leather: automotive gold, basically. Equipment includes the real boon of a power-operated hood, plus 16-inch Fuchs wheels, and good stereo and alarm systems. Additional benefits are its full service history, its provenance, muscular performance – and arguably its no less strong investment potential

AGAINST

Notwithstanding all of the above, it is, of course, a Cabriolet, and as such that must inevitably narrow its appeal. Has one or two minor 'blemishes', including that opaque rear window and an odd circular cut in front bumper's rubbing strip, plus a slightly wonky front airdam where it meets the left-hand wing

VERDICT

As with that 993 Targa, and assuming you want – or can live with – a Cabriolet, what's not to like? Won't appreciate quite like a coupé. But then it most likely won't lose value any time soon, either!

VALUE AT A GLANCE

Condition	●●●●●●●●
Price	●●●●●●●●
Performance	●●●●●●●●
Overall	●●●●●●●●



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TIME MACHINE

A nostalgic look back at *911 & Porsche World* from days gone by



OCTOBER 1998 (ISSUE 55)

Electic could be used to sum up just about any issue of *911 & PW*, but flicking through issue No 55 from 1998, it seems even more relevant than usual.

Why? Perhaps it's because we're into the early days of the new water-cooled era as the mix of cars begins to alter and the mag gets its head around the new order. Maybe it's the abundance of tuning features and cars. Certainly this issue could easily have been called 'Porsche Tuner,' or 'Performance Porsche.' Hold on, now there's an idea!

Modifying starts in the very opening pages as we look at ways of making your Carrera 3.2 stop better by fitting either 930 Turbo brakes or some tasty calipers from AP Racing. A youthful looking Colin Belton has his say on the matter, too, in pre Ninemeister days, when he was the face behind 930 Motorsport. Continuing the braking theme, we also visit brake fluid specialists, Automec, for the full lowdown on all things hydraulic.

Getting a bit more outrageous now, and we managed to get behind the wheel of what must have been one of the first modified Boxsters from masters of the go faster: Gemballa. With Uwe Gemballa still very much with us, the German outfit had managed to squeeze a turbo installation into the Boxster and with it unleash 310bhp. Doesn't sound like much these days, but it was a healthy increase on top of the standard 2.5-litre Boxster's 204bhp. Anyway, we liked it, even at £10,000. It also looked the part, too, sitting nice and low on chunky 18in wheels.

If that wasn't enough, just a few pages later we were at Brands Hatch testing a reader's supercharged Carrera Targa Supersport and exhausting the world's supply of



supercar testing superlatives. The car, belonging to Kevin Harrison, sported the number plate 'BIG ME' in reference to Kev's bodybuilding past. His car, with 342bhp, certainly had big power, although the 964 bodykit and 993 wheels were very much a sign of the times.

Meanwhile in the classifieds, Paragon had what must have been one of the first secondhand 996s on the market. With 1500 miles on the clock, yours for £70,995!

SEPTEMBER 2001 (ISSUE 90)

The first issue of *911 & PW* that this writer ever bought. What made me pick it up? The heading: 'Your first Porsche', and with it a beguiling studio pic of a 911SC.

Rather apt, really, given that 14 years on we're still at it, trying to entice and corrupt innocent enthusiasts into the ways of Porsche.

Not surprisingly, we argued that the SC was the perfect starter 911. Indeed, the same holds true today, you'll just need to spend a bit more to buy one. Needless to say I just skipped straight to the price guide, to satisfy myself that I could actually afford one. I could – just, but I certainly couldn't now. Good useable cars, we noted, could be found for £9000–£10,000, while the very best were around £14,000. "You rarely see SCs selling for more than £14,000," we said. "If you do, you need to ask yourself what is so special about the car."

Sticking with the 911SC theme, our own Project SC was featured and we were pleased to see that its recent engine rebuild had yielded a healthy 203.4bhp against the factory figure of 204bhp. Goodness knows what happened to the missing .6bhp.



SEPTEMBER '07 (ISSUE 173)

Your first 911. There we go again, shamelessly pushing the Porsche brand. Back in 2007 we took our nominal £20,000 and assembled six potential 911s. What was noticeable was the crossover in prices. Whether it was a Carrera 3.0, a 911SC, Carrera 3.2, 964, 993 or 996, £20,000 covered the lot, making the choice rather more tricky. But one thing is for sure: Had you bought an air-cooled 911 back then you'd be a very happy Porsche person right now. In case you're beginning to think the magazine's modus operandi is entirely about pushing the sales of secondhand Porsches, let's look at the rest of issue 173.

In our interview series, Stirling Moss invited us round for a nice cup of tea, took our test car Cayman for a spin and talked about his Porsche racing memories. Apt, then, that last month we report that his RS61 has just sold for £1.7m.

We had an audience with Alois Ruf and a spin in the legendary 'Yellowbird,' plus we took the new 911 Turbo Cabriolet for a drive, also in yellow and also in Germany. In our regular 'Specialists' slot we dropped in on Porscheshop's new premises, and in the back of the mag tech guru, Chris Horton, was rebuilding a 924S engine, which means that all is right with the world!



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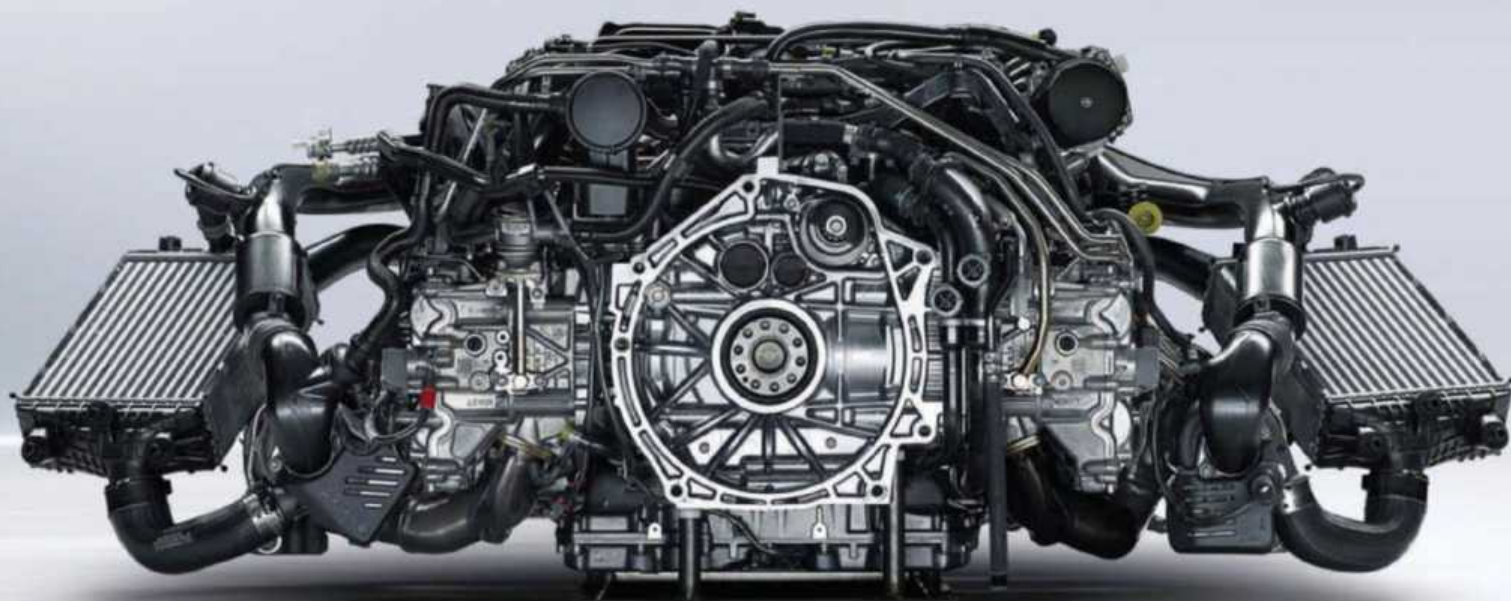
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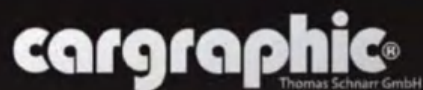
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